

NATIONAL CAPITAL TRANSPORTATION AMENDMENTS ACT OF 1989

HEARING

BEFORE THE

SUBCOMMITTEE ON GENERAL SERVICES,
FEDERALISM, AND THE DISTRICT OF COLUMBIA

OF THE

COMMITTEE ON
GOVERNMENTAL AFFAIRS
UNITED STATES SENATE

ONE HUNDRED FIRST CONGRESS

SECOND SESSION

ON

S. 612

TO AMEND THE NATIONAL CAPITAL TRANSPORTATION ACT OF 1969
RELATING TO THE WASHINGTON METRORAIL SYSTEM

APRIL 23, 1990

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MONDAY, APRIL 23, 1990

U.S. SENATE,
SUBCOMMITTEE ON GENERAL SERVICES,
FEDERALISM, AND THE DISTRICT OF COLUMBIA,
COMMITTEE ON GOVERNMENTAL AFFAIRS,
Washington, DC.

The Subcommittee met, pursuant to notice, at 10:39 a.m., in room SD-342, Dirksen Senate Office Building, Hon. Jim Sasser, Chairman of the Subcommittee, presiding.

Present: Senators Sasser and Heinz.

OPENING STATEMENT OF SENATOR SASSER

Senator SASSER. The Subcommittee will come to order. The Subcommittee on General Services, Federalism, and the District of Columbia is convened this morning to hear testimony on S. 612, a bill entitled, the National Capital Transportation Amendments Act of 1989. The purpose of this legislation is to authorize appropriations for completing the last segments of the Metro subway system here in the Nation's capital.

Before we get underway, let me say for the benefit of my colleague and the ranking member of this Subcommittee, Senator Heinz, that we expect to be joined this morning by our distinguished colleague from Virginia, Senator Warner. Senator Warner is presently, I think, engaged at the Treasury Department, but we will accommodate Senator Warner at the witness table as soon as he arrives.

Our colleague, Senator Sarbanes of Maryland, one of the original sponsors of S. 612, had hoped to be with us this morning at this hearing, but is unavoidably absent on official business.

The Subcommittee this morning will be receiving the record statement of Senator Sarbanes, as well as a statement for the record from Senator Mikulski, and also from the distinguished junior Senator from Virginia, Senator Robb.

The Subcommittee wishes to welcome our two witnesses here this morning. Ms. Carmen Turner, who we shall hear from shortly, is the General Manager of the Washington Metropolitan Area Transit Authority which oversees construction and operation of Metro. Our other witness is Mr. Brian Clymer, the Administrator of the Urban Mass Transit Administration. We welcome you here this morning, Mr. Clymer.

The House of Representatives has recently passed a similar bill to the one we are considering here today, H.R. 1463, and passed it by a very sizable margin. And like that House bill, S. 612 will extend the authorization for the Federal Government's contribution to Metro construction currently contained in the Stark-Harris legislation. The Stark-Harris legislation is due to expire at the end of fiscal year 1991.

When Stark-Harris was passed by the Congress in 1979, it was originally contemplated to provide for completion of the entire planned 103-mile Washington Metro Subway System. Unfortunately, due to complications in construction and funding, which in all fairness was largely beyond the Metro Authority's control, Stark-Harris now provides authorization to complete only 89.5 miles of the original planned 103-mile system.

Much of the remaining 13.5 miles would serve some of the most mass transit dependent population in the national capital region. These Washington residents have been waiting their turn for years to be fully integrated into the Metrorail system. All the while each of the metropolitan area governments which signed the local funding compact at the outset, have faithfully kept their shares of the local contribution up to date, no matter where the Metro was being built at any specific time.

While the Federal commitment to the Washington area has been unique, it is squarely in the tradition of the Federal Government's development of the national capital. Indeed this can be traced to the founding of this government when Pierre L'Enfant was commissioned to draw up his extraordinary plans for this, the Federal city.

That commitment was reaffirmed during the administration of Dwight David Eisenhower when Congress first passed the National Capital Planning Act of 1952, and the rapid rail system we now know as Metro grew out of the National Capital Transportation Act of 1960. At that time Congress declared emphatically that it is, "the continuing policy of the Federal Government in cooperation with State and local governments of the national capital region to encourage and aid in the planning and development of the unified and coordinated transportation system for the national capital region."

Now this special Federal obligation to assist in Metro funding was the key to the National Capital Transportation Act of 1969. So S. 612 will amend the 1969 Act in order to complete its original purpose. It is important to keep in mind, then, that Metro was conceived and created for the Federal establishment in the city and region which houses it. It was planned from the outset as a unified transportation system to serve the needs of the Federal Government, to serve the needs of the Federal Government's work force.

Over half of the stations currently in operation and half of those soon to be opened or under consideration, directly serve Federal facilities and Federal offices. And Metro does not just serve the 400,000 Federal workers in the Washington area. Last year over 19 million of our constituents, the constituents of the Congress, came to see the Nation's capital and the monuments and the museums that are an important part of this Federal city.

Every city has tourists, but only here can people come to see the monuments and the shrines that this democracy built and built with their money. I hate to think how much less pleasant the visits to the Nation's capital would be if Metro were not here to cut down on gridlock, to cut down on travel time, and in this year of the environment to cut down on air pollution.

Just last week my friend and colleague, the distinguished junior Senator from Arkansas, Senator Pryor, welcomed a group of school children to Washington from the State of Arkansas, and he related this story to me. He asked these Arkansas school children, now which of Washington's many sights and attractions did you like the most? And every child in that group volunteered, well, we were most impressed with the Washington Metro. And I have heard similar stories from others of my colleagues and that is why we have heard the Washington Metro referred to as America's subway.

So in passing the 1986 National Capital Transportation Act, Congress said, "A regional public transportation system is essential: (1) to the continued and effective functioning of the Government of the United States; (2) essential for the welfare of the District of Columbia; (3) essential for the orderly growth, planning and development of the national capital region; and (4) essential for the preservation of the beauty and dignity of the Nation's capital."

A former head of the Urban Mass Transit Administration, Mr. Petracelli, put it this way in 1976. Mr. Petracelli said, "the Metro way of rail project is the product of decades of planning and a direct appropriation from the Congress. This project appropriately enjoys a special relationship with the Federal Government."

So I know that we can expect to hear support for S. 612 from Metro's General Manager, Ms. Turner. I also understand that our witnesses this morning from the Department of Transportation have a different view on how funding for Metro's completion should be structured. We are looking forward to hearing both points of view here this morning.

Before turning to our witnesses, we are pleased to be joined this morning by the ranking member of this Subcommittee, the distinguished Senator from Pennsylvania, Senator Heinz. And Senator Heinz, after my statement here which I suppose could be construed, as at least lukewarm support for the Metrorail system, we will turn to you to see what statements you might have this morning.

OPENING STATEMENT OF SENATOR HEINZ

Senator HEINZ. Mr. Chairman, I am surprised that you would say your statement was lukewarm. It sounded to me like a ringing endorsement. As the Chairman has so indicated, I want to welcome both the officials from the Washington Metro and of course Brian Clymer to this Committee. I had not thought when I worked so hard to get Brian confirmed in his job that I was going to see him in this Committee. I did not know at that time we were going to be on this subject. I do welcome you, Brian.

I want to make a couple of observations. One, which the Chairman is all too familiar with as Chairman of the Budget Committee,

as well as Chairman of this Subcommittee, is that we are in an era of limited resources. We live under a fiscal discipline imposed by ourselves on ourselves and are required to reduce the Federal budget deficit. In a very real sense, it is a zero sum gain. If there are winners under Gramm-Rudman-Hollings, there are necessarily losers. Whether they are other budget accounts or the taxpayers, they are people who are going to be doing with less, one way or another.

This authorization takes on considerable significance for a number of reasons. The first and foremost is that we have an obligation to stretch the Federal taxpayers' dollars as far as we can. We would not be meeting our responsibility if all we did was to re-allocate dollars without meeting that first test. In that connection, I must say to my friend the Chairman, the authorization that is before us raises several serious questions that need to be looked at and looked at very hard.

First, I think, we need to be assured that the original authorization, Stark-Harris, of \$1.7 billion was well spent. Certainly the taxpayers have 89.5 miles of system to show for it, but that is less than was originally anticipated. Hence, we are here for the remaining green line segment. Perhaps there are very simple explanations for the fact that the original authorization was inadequate. I recognize it was agreed to and enacted over 10 years ago. And 10 years is a long time over which to expect anyone to be accurate.

The second question though is whether the cost of the proposal before us is reasonable. The bill authorizes \$2.1 billion to provide new service to some 100,000 riders a day. That is a capital cost of \$21,000 per rider per day. You could buy up to two cars per rider for that; not that we would have any room to put them on in the street; not that the pollution would be welcome; not that there is any place to park them; but that is still the equivalent of—depending on how good a friend you have at the auto dealer—two cars for every person who is expected to ride it each day.

In Philadelphia, Brian Clymer may remember this, SEPTA is going to need some \$3.8 billion over the next years, the like of this authorization, just to maintain service for about 1.2 million riders a day. SEPTA is going to need \$3,100 per rider per day in additional capital costs. How do we make that tradeoff? It is not theoretical. It is very real, and we need to justify—and this Senator certainly needs to justify—the size of the cost proposed.

Most importantly is whether or not the cost shared is reasonable. In the rest of the country, jurisdictions are being asked to compete by enhancing their non-Federal share. The authorization before us holds the Metro essentially harmless at a cost-sharing rate for a non-Federal share not to exceed 25 percent. The Federal Government picks up 75 percent. In other jurisdictions, the non-Federal share is, in some cases, upwards of 50 percent.

The Washington area Metro serves some of the wealthiest counties in the entire United States. Is it fair to say to our other jurisdictions who may not be as wealthy, you may have to put up 50 or 60 percent, but this area only has to put up 25.

Mr. Chairman, I anticipate that we are going to have some very good and thoughtful commentary on those and other questions here today. I fear that unless we come up with good answers to

those questions, we will not have a separate authorization for Metro because we will not have made the case for it. If we cannot make the case for it, then we should not go ahead.

As one who supports mass transit and as one who believes that the administration's budget submission on mass transit is inadequate. I would like to see, if possible, a separate authorization that will allow us to do more than we might otherwise do. I do not want to see a separate authorization that does not meet the test of equity and fairness to the other taxpayers and authorities in this country. Thank you.

Senator SASSER. Thank you very much, Senator Heinz, for a very thoughtful statement. We will turn now to Mr. Brian Clymer, who is here this morning representing the Department of Transportation. I want to welcome you before the Subcommittee again, Mr. Clymer, and we look forward to hearing your statement as Administrator of the Urban Mass Transportation Administration. You may proceed.

TESTIMONY OF BRIAN W. CLYMER, ADMINISTRATOR, URBAN MASS TRANSPORTATION ADMINISTRATION

Mr. CLYMER. Thank you, Mr. Chairman and members of the Committee. My name is Brian W. Clymer and I am the Administrator of the Urban Mass Transportation Administration. I appear before you today to present the Bush Administration's view on proposed amendments to the National Capital Transportation Act of 1969 that would authorize \$2.16 billion in new and unanticipated funds for continuing the construction of the Metrorail Rapid Transit System here in the Washington metropolitan area.

Before I go any further, I would like to introduce to my right, Mr. Bob McManus, who is my Associate Administrator for Grants Management.

Mr. Chairman, let me be very clear in saying that the administration does not oppose the construction of Metrorail beyond the 89.5 mile component that is already either in operation or under construction.

But while we are not in opposition to this goal, we are in strong disagreement with the pending legislation on how that goal should be achieved.

The Bush Administration is four-square against any effort that would continue a separate authorization for Metrorail construction outside the Federal Mass Transit Assistance Program.

A separate categorical program may have been appropriate when the first special legislation for Metrorail was passed in 1969 because the Federal Mass Transit Assistance Program was still in its infancy and not fully developed. But these conditions do not prevail today and any claims for exclusivity that WMATA may once have made are long out of date.

Neither is WMATA's claim to a special Federal interest on account of Metrorail's location in the Nation's capital persuasive because Metrorail is nonetheless a local system serving overwhelmingly local needs and because Metrorail is not unique in serving visitors to its city.

So it is the position of the Bush Administration that now, with 89.5 miles of the system already taken care of, any claims for exclusivity that Metrorail may once have validly made, are now out of date.

The administration believes that future funding decisions for Metrorail should be made within the framework of the Federal Mass Transit Program that emerges in 1992, after the current program's authorization cycle expires.

Mr. Chairman, we have continually stated this position in our annual appropriations testimony. Specific testimony was also delivered before the Committee on the District of Columbia of the House of Representatives on May 4 of last year that reiterated the administration's views. And Secretary Skinner has repeated on many occasions that should such legislation be passed by the Congress, he would have no choice but to recommend a Presidential veto.

Let me briefly review for the Committee why we are taking this position. Supporters of the pending legislation talk of a Federal commitment to continue construction beyond 89.5 miles to the 103-mile system. The Federal Government has already fulfilled all of its Metrorail commitments providing adequate funding to build the entire rail system. In fact, the legislative history of the Stark-Harris Act made it clear that special treatment for the Metrorail system would conclude with the passage of that bill.

Mr. Chairman, it has been Metrorail that has failed to execute its half of the bargain, because when the most recent funding package was put together in 1979, it provided funding for a full system, not merely 89.5 miles. We are not talking here about the Federal Government backing away from a commitment. We are talking about a project whose cost has gone far beyond original construction estimates.

Mr. Chairman, Metrorail remains a fine accomplishment. But Metrorail has also represented an enormous expenditure of Federal funds.

The Federal investment alone to complete the first 89.5 miles will be just under \$8 billion, giving this metropolitan area more Federal mass transit assistance on a per capita basis than any other area in the country. This funding level of \$8 billion also represents 60 percent of the total funding that has been made available for new transit systems nationwide since 1968.

For that matter, Mr. Chairman, even the proposed new authorization of \$2.16 billion will not guarantee the completion of the 103-mile system, because the \$2.16 billion figure is a 2-year old estimate of what the final system cost might turn out to be. It is an estimate that has been generated from sources that in the past have proven also to be consistently incorrect in projecting actual Metrorail construction costs.

A second major objection to this legislation is WMATA's need to assume a greater responsibility for construction of the Metrorail system.

Today, the very nature of Federal transportation assistance is changing. As spelled out in a new national transportation policy that was released by President Bush on March 8th of this year,

"the respective roles . . . and consequent responsibilities . . . of Federal, State and local jurisdictions are changing."

As we look toward the future, we see the Federal Government no longer playing the singular role that it did in the past. Instead, we see the Federal Government as the source of a stable base line of funding that local jurisdictions will be able to use more flexibly and more imaginatively to meet their own local transportation priorities.

Already, jurisdictions from coast-to-coast have recognized this new frame of reference, and are proceeding to implement their major transportation investment programs in its light.

In Atlanta a major rapid rail transit system approximately half the size of the Washington Metro has been under construction since 1971; Federal resources have been used to fund 50 percent of its \$3 billion cost.

In Los Angeles, a network of new rail transit systems are under construction, and the total Federal contribution will be approximately 41 percent.

In metropolitan New York, that area's aging rail transit network is in the midst of a 10-year, \$16 billion rehabilitation effort and only 30 percent of the cost is coming from the Federal Government.

In Boston, similar rail rehabilitation work is underway, and a similar Federal-to-local cost sharing is in effect.

On the West Coast, in Seattle and in Santa Clara County, major mass transit projects are being built with a 50 percent Federal share.

And in the San Francisco-Oakland Bay area, a multi-year rail program with a \$2 billion total price tag will see a Federal involvement of a mere 25 percent.

Chattanooga, Tennessee is providing 50 percent local match on a currently proposed project.

Mr. Chairman, this is the new reality for Federal-local cooperation in major mass transit investments. From the Federal Government, a solid base of stable but flexible funding. At the State and local level, building on this foundation and securing the remainder of the funding package from non-Federal sources.

This is the strategy laid out in the national transportation policy. And this is the reality that is enabling cities all across our land to implement their transportation investment programs.

And another part of this new reality is that projects with higher proportions of State and local participation have a greater likelihood of being more cost efficient and in coming in on time and under budget.

Local officials do not like to have to explain to local taxpayers that projects are over budget and need more funding.

I'm afraid, Mr. Chairman, that these new realities are not realized here in the Washington area which includes four of the wealthiest counties in the country, and continues to assume that the Federal Government should contribute 75 percent or 80 percent of the total cost of Metrorail construction.

The Bush Administration believes it just is not fair for Metrorail to have its program funded at a 75 percent or 80 percent Federal share when other cities are putting up as much as 75 percent of the total costs with non-Federal funds. Even if the remaining 13.5

miles are constructed without any further Federal participation, the Federal share for the entire Metrorail project would still be 60 percent.

Mr. Chairman, the proposed legislation should be rejected. That concludes my opening statement. I will be happy to answer any questions.

Senator SASSER. I see you are ambivalent about this legislation, Mr. Clymer. We have been joined by Senator Warner who I see in the back of the room. Senator Warner, let me welcome you here this morning, and we would be very pleased to hear any statement or observation you might have to make this morning relative to this bill.

TESTIMONY OF HON. JOHN W. WARNER, U.S. SENATOR FROM THE STATE OF VIRGINIA¹

Senator WARNER. I thank you, Mr. Chairman, and I thank the distinguished member from Pennsylvania. I think the best thing to do is just accept my statement submitted and I will sit here and basically just participate in the hearing, as I deem appropriate, if that would be agreeable to the Chair.

Senator SASSER. That would certainly be agreeable to me. Please feel free to join us up here on the podium.

Senator WARNER. I think at this point, I am an advocate of the program, so I will sit down here keeping a slight distance here to my left.

Senator SASSER. Ms. Turner, why do you not come up now and let us take your statement and then we will move to the questions.

Senator WARNER. Mr. Chairman, I would like to submit for the record the testimonies from Senators Sarbanes,² Mikulski,³ and Robb.⁴ I also would like to submit testimonies from Governor William Donald Schaefer⁵ and Governor Lawrence Douglas Wilder.⁶

Senator SASSER. They will all be included in the record in full.

Our next witness this morning is Ms. Carmen Turner, the General Manager of the Washington Metropolitan Area Transit Authority. We welcome you here this morning, Ms. Turner, and for the purpose of the record would you be good enough to introduce your colleagues.

TESTIMONY OF CARMEN E. TURNER, GENERAL MANAGER, WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY⁷

Ms. TURNER. I certainly will. Good morning, Mr. Chairman, Senator Heinz, Senator Warner. To my immediate left is Mr. William Bolen who is our Assistant General Manager for Finance, and next is Mr. John McElhenny, our Assistant General Manager for Design, Construction and Facilities Maintenance. And if you would indulge me, Mr. Chairman, I would like to introduce the Chairman

¹ See p. 28 for Senator Warner's prepared statement.

² See p. 54.

³ See p. 60.

⁴ See p. 63.

⁵ See p. 65.

⁶ See p. 69.

⁷ See p. 34 for Ms. Turner's prepared statement.

of the Metro Board, Mrs. Mary Margaret Whipple who is with us this morning.

Senator SASSER. Welcome.

Ms. TURNER. Mr. Chairman, I am pleased to testify today on S. 612, the National Capital Transportation Amendments of 1989 which will authorize the funding necessary to complete America's subway. I would like to take the opportunity to express our sincere appreciation to you, Mr. Chairman, for your steadfast support of this legislation.

We are gratified that the House recently approved by a resounding margin a companion measure (H.R. 1463). The debate on the House floor and the final vote reflected both bi-partisan and multi-regional support for the legislation. I am going to summarize because many of the points have already been made. I want to highlight that over the past 20 years, the Federal Government and Metro have had a partnership. Working together we will bring into revenue service by 1993, 89.5 miles of some of the finest rapid transit in the United States.

Metro is an integrated part of a coordinated transportation network. The Metro infrastructure must be completed in order to operate at maximum efficiency. As you have indicated, we carry a large percentage of the Federal work force, approximately 400,000 Federal employees in this region. We provide service to thousands of people doing business with Government agencies. We provide convenient mobility to the 19 million tourists from across the country and around the world that visit this region each year.

Over half of the Metrorail stations, as you indicated, serve Federal agencies or are near Federal agencies. We also provide service on special occasions or special events. Yesterday, for instance, for Earth Day, our rail ridership grew by 250,000 passenger trips and our bus ridership increased by 35,000 passenger trips. And on Inauguration Day 1989 we carried over 600,000 passenger trips. So Metro provides extra service when there is increased demand. That is what we see as our role: meeting the transit travel demand in this region.

President Kennedy, the first of many presidents to support the construction of Metrorail, called the system both sound and necessary. President Johnson stated that mass transit in the Washington area is an issue in which the Federal Government has a unique interest and responsibility.

I want to describe our operating system. We operate 70 miles of rapid rail service today. Permit me to show you where that service is. Let us go to the map.¹ On the Red Line, we operate from Silver Spring to Shady Grove, from Montgomery County, Maryland, through the city and then back out into Montgomery County.

On the Orange Line, we operate from Vienna to New Carrollton going from Virginia through the city and into Prince George's County, Maryland.

On the Blue Line, we operate from National Airport to Addison Road, starting in Virginia and terminating in Prince George's County.

¹ See p. 93.

We also operate the Yellow Line from the Huntington to Gallery Place stations.

In addition to the 70 miles in operation, we have 19.5 miles under construction. All of the segments under construction have planned opening dates and we are working diligently towards meeting those opening dates. The last segment currently under construction will be in revenue service at the end of 1993, completing 89.5 miles of the 103-mile Adopted Regional System within the funds authorized by the Stark-Harris legislation.

Senator SASSER. Could you point out what areas are under construction now; they will open by 1993?

Ms. TURNER. Yes. If we go to the map, we can see that we have construction on the Blue Line in Virginia from the King Street to Van Dorn Stations. That line is planned for revenue service in early 1991. The Green Line from the L'Enfant Plaza to Anacostia Stations is scheduled for operation in late 1991. The Outer Green Line which intersects the Red Line at Fort Totten and terminates at Greenbelt, is scheduled to open in 1993. The Inner Green line, from Gallery Place to U Street is under construction and scheduled to be in service in December of this year.

Those are the four line segments to be in service in construction. That will complete 89.5 miles, which is consistent with the Full Funding Agreement we negotiated with the Administration. We are within budget and the estimates contained in the Full Funding Agreement remain valid. Beyond the 89.5 miles in operation or under construction, there remain 13.5 miles to complete the 103-mile Adopted Regional System.

There has been some discussion about the expectations when Stark-Harris was enacted. It was enacted with a construction schedule that envisioned annual appropriations of \$325 to \$375 million. For reasons we appreciate, the Congress was unable to provide funding at those levels. Important deficit reduction goals forced Congress to make difficult decisions among many competing demands. Therefore, the Metro appropriation was greatly reduced over this period of time below what was anticipated when Stark-Harris was authorized.

I must say, Mr. Chairman, that the year that concerned us most was the year that the administration zeroed Metro out of the President's budget.

Completion of the final 13.5 miles will result in substantial additional environmental benefits and will greatly enhance the quality of life throughout the region. In summary, completion will take an additional 200,000 cars off the road each day and save 140 million gallons of gasoline annually. There are many other benefits of completion. When we examine the cost to complete Metro, we need to put a value on the benefits as well. This will provide a complete picture of the value of a quality rapid transit system in the region.

In order to ensure that Metrorail operates at maximum efficiency while minimizing costs, it is imperative that we complete the full Adopted Regional System. This will assure that all of the component parts, including the yards and other facilities, are in place to allow us to provide the most efficient service.

As shown on the map, I would like to describe the 13.5 miles of the system remaining to be built. One portion of the remaining

mileage is the connection between the U-Street Cardozo and the Fort Totten Stations with intermediate stops at Columbia Heights and Georgia Avenue. The Green Line from Greenbelt will intersect at the Fort Totten Station. The U Street to Anacostia portion is now under construction. We have a critical segment in the middle that has to be built to connect these two portions of the Green Line. This will assure travelers through service from Prince George's County into the city center, and eventually through service to Branch Avenue in Prince George's County.

In addition, we would complete the service in Montgomery County from Wheaton to the Glenmont Yard. And finally, this legislation will enable us to complete the Blue Line in Virginia, from the Van Dorn Station to the Springfield-Franconia Station.

We believe that Metro has met its mandate. I say to you, as the General Manager of this Transit Authority, that we do not take anything for granted. Our commitment is to provide good service every day. We realize that achieving that goal means a consistent and constant effort.

While we are very pleased to be recognized by the American Public Transit Association in 1988 as the number one transit system in North America, we know that it is diligent and continued work that allows us to maintain that reputation. I believe that we have a mission-oriented organization committed to do just exactly that.

Metro has demonstrated its ability to attract riders, revitalize the region, and make the Nation's capital work more efficiently.

The legislation before you authorizes the \$2.16 billion Federal share of the estimated cost of completing the Metrorail system. These funds are envisioned to be appropriated at a rate of \$200 million annually for 11 years. This will enable us to complete the system in a responsible and cost-effective fashion. I would like to point out once again, just as the Stark-Harris authorization had a companion construction schedule, this authorization has an appropriation level and construction schedule as the basis of our estimate. If that schedule is delayed, the construction period will stretch out and costs will be greater.

The participating local jurisdictions will provide a matching share of 25 percent of the Federal share, or 20 percent of the total cost. The provisions of this bill, including the Federal/local cost-sharing ratio, are identical to those established in the 1979 Stark-Harris law.

Mr. Chairman, there has been a great deal of discussion about the amount of funding that has already gone into Metrorail. Metrorail is not a new start. It is very difficult to compare Metrorail with new start projects. We are talking about a project that was conceived over 30 years ago and has been under construction since 1969.

To date, the Metrorail construction program has received \$3.7 billion in Federal grants. In addition, and this is a very important point, this region made a conscious decision to transfer to the construction of Metrorail \$2.2 billion that was slated to be used for construction of urban Interstate highways, largely in the District of Columbia.

The Washington metropolitan area has transferred more money from highway to transit construction than any other area in this country. That is an indication of the commitment of the leaders in this region to public transit. In addition to the \$3.7 billion in grants in this region and the interstate transfers, the administration claims another \$2.7 billion in Federal expenditures which are not grants, but a guarantee by the Federal Government on outstanding bonds the costs of which are shared two-third Federal, one-third local.

The administration has yet to pay the \$2 billion bond costs, the majority of which will not be due for another 20 years. Since 1968, the local governments in this region have contributed \$1.3 billion for Metrorail construction, over and above the District's decision to use Interstate highway funds for transit construction.

During the same period, the local governments have contributed some \$2.3 billion to operate the Metro system. By the year 2000, operating subsidies supported by local jurisdictions will reach approximately \$500 million annually. This compares with the \$16 million, or 3 percent of Metro's operating budget, that the Federal Government contributes annually.

The local governments in this region have consistently met their financial obligations to Metro, even in the face of declining Federal support for other important services, such as education, health, housing, law enforcement and other transportation needs. Almost all of the remaining construction will occur in the District of Columbia and in Prince George's County. These two localities will bear the greatest burden for the local share of the remaining construction costs.

The District, for example, will pay between 40 and 45 percent of the local contribution to the construction funding. No jurisdiction in this country is wealthy enough to bear the cost of a project like this without assistance.

The second largest rail system in the country, Metrorail has received about half as many dollars in UMTA grants as the largest system, and about the same amount as the third largest system. When we begin to talk about Federal grants——

Senator SASSER. Excuse me, what is largest, New York?

Ms. TURNER. New York.

Senator SASSER. And Chicago, third?

Ms. TURNER. Third, yes. But we have to look at Federal grants in a more comprehensive way. While Metrorail has received substantial grants for rail construction, throughout this country major urban areas have received Federal money for rehabilitation, rail modernization and other transit projects. When we discuss the funding that a system receives, we need to look at all Federal funding, not simply a few categories such as new rail starts or rehabilitation or replacement.

Mr. Chairman, I have covered the major points in my testimony. I would add that every major transit system in this country supports our reauthorization bill. My fellow general managers believe that the Metro system should go forward with a separate authorization. There is grave concern that there will not be enough money in the Section 3 funding program to address Metro's needs, as well as the needs of other transit systems across this country.

With that, I end my testimony and would be pleased to respond to any questions you may have.

Senator WARNER. Mr. Chairman, could I interject at this point.

Senator SASSER. You certainly may.

Senator WARNER. I think I speak on behalf of all those officials, both local and those in Congress and the adjoining States of the District of Columbia, expressing our profound respect and admiration for the General Manager, Mrs. Turner. We have worked with her now, for myself, 12 years that I have been privileged to serve in the Senate. She has been very responsive and forthcoming. Her credibility is unchallenged in this arena, and we are fortunate here in the greater metropolitan area to have had this chief executive step forward and take on this responsibility.

Senator SASSER. Thank you very much, Senator Warner, for your observation. I will begin the questions this morning with Mr. Clymer who was the first to testify. Mr. Clymer, you stated that the idea of a Federal commitment to complete the Metrorail construction is out of date—at least I understood you to say that, that is the thrust of your remarks—yet you concede that the Stark-Harris authorization originally was meant to complete the Metro-rail system. I think what I hear you saying is: Hold on, we never said we would fund the whole thing, no matter how expensive it became. So I guess that raises the issue, why did not Stark-Harris finish the job?

Mr. CLYMER. Senator, in terms of the first part of your question, in terms of the commitment, I was referring to the percentages of local match that localities were putting up, and the fact that now new start programs all across the country are putting up matches that run from 50 to 70 percent non-Federal share.

With regard to the original Stark-Harris legislation, it was intended to complete the entire system at that time. I note and I have with me an article from Engineering News Record from March 4, 1976, which talks about the complete system, and at that time it was projected to be a 98-mile system. And at that point the article was saying that the current estimated price tag was \$4.6 billion which at that time was double the original projections. So the Stark-Harris bill was intended to complete the entire system, as was originally designed at that time.

Senator SASSER. Are you saying that Stark-Harris did not finish the job? Why, because they have extended the system?

Mr. CLYMER. I understand that there were some delays in the early 1970's and that certainly has some inflation percentage increases that goes along with such delays. There tends to be a compound optimism in going in and estimating the completion of these kinds of systems, and this is why we have pointed out that the \$2.16 billion may, in fact, also not be enough to complete the remaining 13.5 miles.

Any time we have gone in and estimated either the cost to build these systems and/or its projected ridership, our studies have shown that the costs have come in substantially higher than originally projected and the riderships have come in substantially lower.

As I have already indicated, the original cost was only in the neighborhood of several billion dollars for the entire 98-mile

system, projected ridership was at that time predicted in 1976 to be 350 million people per year by 1990. That would be fully a million people a day. The system was projected originally for 556 cars; it is currently carrying 660 cars, so estimates change. And in many cases these things may have been overly optimistically projected at the time the project was originally conceived.

Senator WARNER. Mr. Chairman, would you direct the same question to the Senator from Virginia and then allow him to put into the record a very complete statement in response to that important question. And I would simply highlight that a number of events—slow construction, among them being court decisions adding more requirements for environmental studies, changes in Federal, State and local requirements, including wetlands, mitigation, and facilities modification for the elderly and the handicap. The oil embargo in the early 1980's caused drastic price increases in raw materials. And lastly UMTA withheld almost a half a billion dollars in FY 1984 and 1985 for 2 years while the funding agreement was being negotiated.

[Senator Warner's response to Senator Sasser's question follows:]

Question. Could you please respond to the Administration's contention that it is the result of Metro's actions, and not the Administrations, that Stark-Harris was not sufficient to complete the Metrorail system?

Answer. Mr. Chairman, let me begin by saying that the Urban Mass Transportation Administration concurs that construction of Metrorail is currently within budget and on schedule. However, there are many factors that contributed to Stark-Harris funding only being sufficient to cover the costs of 89.5 miles, or close to ninety percent of the system. It is important to note that availability of sufficient cash to fund contracts that are ready for construction is a vital link in the chain of activities required to meet a schedule.

When Stark-Harris was passed, it was assumed that appropriations would rise from \$200 million in FY1982 to \$375 million in FY1984, and that all funds would be appropriated by FY1987. Federal appropriations have been at much lower levels, in order to meet important deficit reduction goals; and only now are the last funds under Stark-Harris being appropriated.

Throughout the life of this project, many external events that Metro had little or no control over delayed construction. Any construction delay cost money, as double-digit inflation took its toll.

Some of the events that slowed construction were:

Several court decisions adding more requirements and environmental studies;

Changes in Federal, state, and local requirements including wetlands mitigation and facilities modifications for the elderly and handicapped;

The oil embargo in the early 1980's caused drastic price increases in raw materials and fueled inflation; and

UMTA withheld almost \$500 million in FY1984 and 85 appropriated funds for two years, while a full funding agreement was negotiated.

We believe that the full funding agreement has increased our costs and restrained our ability to manage the program in as cost efficient manner as we would like. For example, the operable segment requirement of the full funding agreement has meant that we have had to hold funds in reserve until we had sufficient funds to complete a full operable segment, rather than moving on projects as they become construction ready. Delaying a construction ready project will inevitably lead to increased costs, due to inflation.

Ms. TURNER. Mr. Chairman, I would like to add one other point to that. I go back to the fact that when the Stark-Harris Bill was passed, there was a construction schedule that had estimates for building this system and annual appropriations underpinning those estimates. At the time the bill was enacted, it was assumed that the appropriations would rise from \$200 million to \$375 million per year. Reviewing the actual appropriations, that did not happen.

Since less funding was appropriated annually, the construction program was stretched out.

We appreciate why that happened and understand that the Congress has to make hard decisions with limited resources. However, that is a factor. I point out that the bill before you has a realistic construction schedule that envisions appropriations of \$200 million annually over 11 years in order to complete the last 13 miles within the estimated cost.

With respect to ridership projections, I want to say that certainly in 1975 and 1976, we did not have very sophisticated transportation ridership projection techniques. I took a position with the Urban Mass Transportation Administration during this period, when it was a new and fledgling organization. We have all had an opportunity to grow and to learn more about transportation since that time. We were all using very unsophisticated projection tools in the mid-70's. I am pleased that today we are able to predict both cost and ridership with much more accuracy.

If we review the data, not just for Metro but for other transit systems as well, we would discover that those were extremely optimistic projections. We believed initially that the Metrorail system would cover its costs from the fare box. We know today that no system in the world covers its costs from the fare box.

Mr. CLYMER. Mr. Chairman, I might add just one thing to the important point that Senator Warner made in discussing the estimates, and that concerns some of the environmental considerations and wetlands problems that happened, and I mention this with regard to the completion of the system, the remaining 13.5 miles with a \$2.16 billion Federal share.

Even now as we look at the Franconia-Springfield transportation center in Fairfax County, the original project of \$20 million, because of wetlands and environmental considerations, is now projected to run \$45 million.

Senator SASSER. Mr. Clymer, you suggested that there is something unfair about the Washington Metro receiving, as you stated, a substantial amount of Federal funding, and you suggested that the Washington Metro ought to compete just like everyone else through the Section 3 program. Now the thrust of that statement is that Washington is getting an unfair advantage here over other cities and that the administration is seeking to guarantee a fair deal for these other cities. But is it not a fact of life that all of the other cities or many of them have written to support this separate authorization bill for the Metrorail system?

Is there any local transit agency that has contacted you to express opposition to this authorization bill?

Mr. CLYMER. Mr. Chairman, there is no local agency that has contacted me either for or against this particular issue. With regard to the local commitment and the local share, we felt that as you look at cities around the country that have come in with local share funding, such as Dallas has with 81 percent, or Los Angeles with close to 60 percent, or Atlanta with 47 percent, or San Francisco with 70 percent, these are now becoming the standards to which everyone should be able to hold to.

The cities that have come out in favor of the WMATA system by and large are doing so out of a fear that the Section 3 program will

be starved of funds with which they can use to complete their own systems. We do not think that is the case. It is our feeling that it is certainly plausible that if WMATA was to come in with a similar match as some of these other cities, then the current Section 3 program would be more than adequate to handle WMATA and probably five or six other major projects at the same time.

Ms. TURNER. Mr. Chairman, I suspect that one of the concerns of my counterparts is that over the last 5 to 6 years, we have not seen the administration move forward aggressively to increase funding for the Section 3 program. The Administration has moved forward aggressively to decrease funding for this program. Every city in this country that receives Section 3 money receives substantially less today than they did 5 years ago. Therefore, I would be concerned, as are other transit managers, to see a major project like Washington Metro included in Section 3 under an agreement that Washington would then be treated as everyone else and compete for those very limited and declining resources.

I do not believe that the Secretary's new plan, and I think the Secretary has done an outstanding job in identifying the transit and transportation needs, has identified the resources to accomplish these objectives.

Senator WARNER. Mr. Chairman, if I could comment on that.

Senator SASSER. We would be delighted to hear your comments.

Senator WARNER. The bottom line is that the politics of this situation are such that it has operated for many years under this dual system. The Federal Government has very unique responsibilities to this system, and unlike others, here in the Congress of the United States, we are highly dependent on this system unlike others. I think that at this juncture as we are nearing the final incremental completion, to try and have a major change in the politics of it—and I am not talking about parties of Democratic and Republican—I mean, just in terms of the manner in which Congress views this project would be a drastic mistake. And it is for that reason, I have joined with others in submitting this bill.

Senator SASSER. Thank you, Senator Warner. Before turning to the ranking member, let me ask you one question, Ms. Turner. We were speaking a moment ago about it initially being believed that Metro could support itself out of the fare box. How much of Metro's operating cost is recaptured at the fare box, and can you tell us how that compares with other mass transit systems across the country?

Ms. TURNER. On the rail side we have a cost recovery ratio of 75.9 percent. On the bus side our cost recovery is about 32.4 percent. Our overall cost recovery is 53.5 percent. I think that compares extremely well and is probably one of the highest in the United States.

Senator SASSER. Thank you. Senator Heinz?

Senator HEINZ. Thank you, Mr. Chairman. Let me ask Brian Clymer a few questions first. I gather you would agree with Ms. Turner that on the whole WMATA has been not only well managed by her but that they have done a fairly creditable and good job of managing their investment of the first 89.5 miles of construction?

Mr. CLYMER. We were quite satisfied with Ms. Turner's management, yes.

Senator HEINZ. Would you say that in general the construction has been well managed and economically managed?

Mr. CLYMER. Yes, if you look to the construction claims and they can be kept at 2 percent which is excellent for a project of this size, it certainly comes under the category of being well managed.

Senator HEINZ. Now regarding the 13.5 miles. The total cost of that is \$2.7 billion, including the non-Federal share.

Mr. CLYMER. Just the Federal share.

Senator HEINZ. I said total cost is \$2.7 billion including the non-Federal share which is equivalent to about \$200 million a mile. Is that in the ball park for a metropolitan area of this type? Are those costs reasonable?

Mr. CLYMER. It is difficult to answer that, Senator. The construction cost varies, depending on the type of system and conditions. Certainly that is a high cost because most of the system is tunneled. The relative cost of tunneling a system is probably four times the cost of a system at grade. We could provide information for the record as to the relative cost per mile of comparable systems.

[The information referred to follows:]

COST PER MILE OF HEAVY RAIL SYSTEMS

City	Capital cost ¹ (million)	Length	Cost per mile
Atlanta.....	\$2,720	26.8	\$101.5
Baltimore.....	\$1,289	7.6	\$169.6
Miami.....	\$1,341	21.0	\$63.9
Washington.....	\$7,968	60.5	\$131.7

¹ All costs are based on actual construction experience, adjusted to 1988 dollars.

Senator HEINZ. I think we would appreciate that. Now if there were no separate authorization for Washington Metro, my understanding is that the administration would have it compete for funds in Section 3 under new starts; is that right?

Mr. CLYMER. That is correct.

Senator HEINZ. Now see if my math is right. As I understand it, it is going to take about \$140 million a year to fund Los Angeles, and about \$200 million a year to fund Washington, D.C. The administration has asked for \$398 million for fiscal 1991 new starts. Unless my math is way off, that only leaves about \$58 million a year for everybody else in the United States; is that about right?

Mr. CLYMER. The \$200 million that you are referring to is at an 80/20 rate. What we are looking for is a much lower match, such as 50/50.

Senator HEINZ. Even if it were 50/50, it is still going to be a very large chunk of money?

Mr. CLYMER. That is correct.

Senator HEINZ. So it might be \$58 million, if there is a higher match. That would leave \$100 million for the rest of the United States. But Los Angeles and Washington, D.C. would still get the vast majority of the money under any scenario that I can con-

struct. Is it the administration's position that were there no separate authorizations for D.C. Metro that you would only ask for \$398 million in Section 3 new capital?

Mr. CLYMER. There is also an unspecified portion which represents another 10 percent, so it could go as high as \$500 million. There is also a question of what the reauthorization legislation is going to look like—

Senator HEINZ. Well, let me rephrase my question. If an authorization was not passed for D.C. Metro, would the administration increase its funding request for Section 3?

Mr. CLYMER. I cannot predict right now what the administration would ask for in the event that the reauthorization is not passed and WMTA is a part of our program. Our point is that given the same local match as other transit authorities across the country, we believe we could effectively meet their construction needs within our program at the 50 percent match level.

Senator HEINZ. Ms. Turner, as I understand it, you propose allocating \$2.7 billion among four segments—the District Green Line, Wheaton to Glenmont, the Springfield, Virginia segment, and the Branch Avenue segment. How do those break out roughly?

Ms. TURNER. The cost for Van Dorn to Springfield-Franconia is \$200 million of which \$160 million is the Federal share.

Senator HEINZ. Right.

Ms. TURNER. From Wheaton to Glenmont, \$350 million of which \$280—this is an 80/20 match would be the Federal share. U Street to Fort Totten, \$750 million of which \$600 million would be the Federal share; Anacostia to Branch Avenue, \$1.4 million of which \$1.1 would be the Federal share.

Senator HEINZ. \$1.4 billion?

Ms. TURNER. Yes, billion, I'm sorry.

Senator HEINZ. If some miser should say to you—well, it really matters to us what priority you assign and why to each segment. What would you say?

Ms. TURNER. The Metro board negotiates the construction program through an Interim Capital Contribution Agreement. That is the way the decision for scheduling the construction has been determined. That Agreement is now being reviewed in terms of sequencing the construction for this phase. In addition to that, if we are required to enter into a full funding agreement, we want to make sure that we have those decisions in place.

Senator HEINZ. I heard what you said, but I am not quite sure what you are telling me.

Ms. TURNER. I am telling you that—

Senator HEINZ. Is this an all or nothing, take it or leave it proposition?

Ms. TURNER. This is an all or nothing, take it. We believe that the entire 103-mile system should be built. We have an interim capital contribution's agreement that—

Senator HEINZ. Then I am going to have to rephrase my question.

Ms. TURNER. All right.

Senator HEINZ. Let us suppose some miser in the Congress said you can only build two of those four segments. You get to choose the two and that is all. Which two would you choose?

Ms. TURNER. I would ask you to reconsider.

Senator HEINZ. I understand that.

Ms. TURNER. That is not a decision that the general manager would make. That is a policy decision and the Metro board of directors would have to make that decision.

Senator HEINZ. What would you recommend to the board?

Ms. TURNER. Since I have been looking at the full 103-mile system and all 13 miles, I have not done the analysis and would not be prepared to make a recommendation today.

Senator HEINZ. Mr. Chairman, I can see why Ms. Turner has done such a good job. She is sharp as a tack. Ms. Turner, one of your arguments for a separate authorization is that you would like a 10-year authorization: You do not want to have to come back here in 5 years as part of the mass transit lobby. Why should not Congress review your progress in 5 years? After all you are asking for a good deal more money than was asked for in 1979.

Ms. TURNER. Senator Heinz, that was a comment that we made as we chatted earlier before the hearing.

Senator HEINZ. Well, the authorization is for 10 years?

Ms. TURNER. The authorization is for 10 years. The basis of it is that it allows us to complete the Adopted Regional System. In terms of the Congress reviewing our performance, each year as we come before the appropriation committees, we have our performance reviewed.

It has been my distinct pleasure to work with Brian Clymer, the UMTA Administrator. While we have different points of view about the way in which Metrorail should be completed, I find him to be an outstanding administrator and certainly an advocate of public transit. If Brian were going to be there 10 years, I would be a lot more comfortable that we could think in terms of another approach.

But we are looking for an authorization that will allow us to complete the system. We believe that we have identified the correct cost estimates. Parts of this region has been waiting for 30 years for their line. There simply is no assurance when we are in the Section 3 program that the required appropriation level will not get traded off with some other project.

We believe that it is imperative that we maintain a separate authorization; that we have the opportunity to make the case to the Administration and to the Congress. We point out once again, as Senator Sasser did, that this project was initiated by the Federal Government. It is a project that the Federal Government determined was important for this region and has had that special relationship.

I would like to also go back to the comparison of cost per mile and I want to make a more general statement. First, it very difficult to compare transit costs from one system to another on almost any measure, simply because the environment in which they operate, the local decision-making process, and many other complicating factors. It is even more difficult to compare Metro's costs because there was a conscious decision 30 years ago to build a monumental system for a monumental city, and that is exactly what we have done.

This system is a system that was designed with a view toward creating a transit system in the Nation's capital that would be monumental. It has passed every review, of the Arts Commission, the Architect of the Capitol, and the Administration. Indeed, some of the amenities that you see in this system today and some of which are most costly were imposed by the Federal Government in meeting that standard of a monumental system for a monumental city.

Mr. CLYMER. Senator, I might comment about the Section 3 issue and needing a 10-year authorization. Section 3 funds are and have been up till this point at least, trust fund dollars. So those dollars would be there irrespective, and the 10-year period is only two re-authorizations of the UMTA program.

Ms. TURNER. The legislation does not authorize spending trust fund money. It authorizes appropriations from general fund revenues.

Senator HEINZ. Ms. Turner, on that point, it may be true as Brian says that there is a penny of the Federal gas tax that is allocated. That does not mean, of course, that we spend the entire allocation. There is some \$3 billion surplus in that fund. So I do not know that anybody takes a lot of comfort from the fact that there is a dedicated source of revenue. If the dedicated source of revenue is only four out of seven, 4/7th committed, maybe it is going to be 3/7th tomorrow. We do not know.

So the question I would have for Ms. Turner is this. What would you say to the people in Los Angeles who obviously have just as great a need for mass transit, as people in the District—maybe more so. They have the longest traffic lines I have seen this side of the Shirley Highway. What would you say to them in explaining why D.C. deserves a 10-year authorization and they get a 5-year authorization?

Ms. TURNER. First of all, let me say that we support the American Public Transit Association's proposal for funding mass transit across the country. That proposal includes in it increased funding for projects in all categories. Washington Metro stands fully behind their aggressive pursuit—

Senator HEINZ. I was not talking about the American Public Transit Association. I was talking specifically about people, not your fellow administrators. I know how all of them stand. I have been working in the mass transit area not quite as long as you have, but since 1977. And I am well aware of who is doing what and to whom and why. So that is not the issue. The issue is, if you were a citizen of Los Angeles and you were at this Committee and the citizens said now, Ms. Turner, everything you say is all well and good. Washington, D.C., is a special area. It is our Nation's capital, but we have got just as great a need as you have. How would you justify 10 years versus 5 years?

Ms. TURNER. I do not think that the question is whether we are justifying 10 years versus 5 years. I think we are justifying how the authorization goes forward. And the question is, should it go forward as part of Section 3 which would be in two increments or should it go forward as a separate authorization which would be one increment.

Senator HEINZ. Let me correct a misimpression. That was not implicit in my question. An alternative to being a part of Section 3 which, as you might have surmised from my questions to Brian Clymer does not fill my heart with joy, is that something short of a 10-year reauthorization separate but shorter. As I think I made clear earlier, I have no great interest in rolling this authorization into Section 3, based on what the administration's position is on funding Section 3. That does not leave anything for anybody else, even with the 10 percent flexibility. That is what I am really asking you. Can you live with a 5-year separate authorization? What would be the down side of it? Why would it be a problem for you?

Ms. TURNER. Well, a 5-year separate authorization could be looked at in two ways. A 5-year separate authorization would say that you would build some portion of the system with that 5-year authorization and you would come back again for an authorization to complete the rest of the system. We believe that if we are able to achieve a 10-year authorization, 11 years really, that it allows us to manage and mobilize our construction program in a more cost-effective way and to move forward and to bring this system in at the lowest cost. That has been our goal.

Senator HEINZ. I must tell you, that is probably true. It's what the Defense Department has been saying to us for the last 10 or 15 years, just let us buy lots of weapons cheap on long-term contracts. The problem is if you were there for the next 10 years—this is kind of the Brian Clymer in reverse argument—but if we were there for the next 10 years, this may not be a problem, right?

Ms. TURNER. But let me just say that when we negotiated the full funding agreement, a major question was whether or not there was agreement between the Administration and the Transit Authority on the estimates for construction under the balance of the Stark-Harris funding. As we went through that, there was great debate. The estimates that Metro put forward are estimates that have held over the construction of the 19 miles that we are now about to bring in. Now, we are all in agreement. I suspect that if you were to ask our project management oversight team to review the estimates for the last 13 miles, that there would not be a great deal of difference in terms of the cost of completion. So whether I am there or someone else, I think those estimates are solid.

Senator HEINZ. I have got one last question, Mr. Chairman, for Mr. Clymer. Do you have something you want to comment about?

Mr. CLYMER. I just had a point to add to the earlier part of your question, Senator. In terms of the timing and what the administration was doing with its Section 3 program, one of our arguments certainly for holding this WMATA reauthorization bill until next year when we have submitted our authorization proposal, is at that point you can see what the administration is going to do. You have the ability to look out into the future with our reauthorization and WMATA's at the same time, consider them together, and there is certainly no holding WMATA back in its construction period. The time would still be appropriate to examine this reauthorization in the context of the administration's proposal as a whole next year.

Secondly, I think there is a misconception that WMATA is somehow not competing with other transit agencies because they are

not part of the Section 3 program. We have a Function 400 in the budget which governs transportation as a whole and currently the dollars that go to WMATA come out of general fund revenues. But whether you say that they are coming out of the formula dollars that get spread to other transit authorities across the country or out of some other function as part of the overall—

Senator HEINZ. Let me ask you, do you think that as the system now works that D.C. Metro competes with Section 3?

Mr. CLYMER. Well, we say it competes with Section 3; it competes with other—

Senator HEINZ. Under the way the Committee currently operates, under the 302(b)?

Mr. CLYMER. It competes with other Section 3 participants not directly for those dollars, but those participants also get formula dollars. And if you gave our budget as a fixed amount and said those dollars would be reallocated within it, and I do not know that they would be, but the dollars that come out of the general fund currently go into the formula program.

Senator HEINZ. Mr. Clymer, in this particular budget account, I know you know this, there are a lot of other transportation sub-functions of which this is one. There is the FAA. There are other elements—I do not happen to have the list. Right now the way this is treated in the mind of the Appropriations Committee, to the extent that I can read it, is that this is not viewed as part of the mass transit appropriation. It does not really compete as directly as you would paint a picture. Certainly everything in this function competes in a sense with everything. They get a limited allocation from my friend on my left here, the chairman of the Budget Committee.

It is an open competition. The Coast Guard may get more or less money, depending on what happens to Metro and on the decisions we make here. Let me ask you the question I wanted to ask you because the Chairman has been very kind yielding me all this time. How would you actually determine what would be an appropriate level of local share?

Mr. CLYMER. We do it in a number of ways, and oftentimes it is done—

Senator HEINZ. In this case? This is a 2,000-pound gorilla that you propose to have walk into the Section 3 mass transit account. It is a 2,000-pound gorilla because it is so large that you know, you cannot in the final analysis say no. It is not exactly a competitive question, when the Nation's capital is depending on it. We can pretend it is, but we know that something is going to happen. Now how does that competition really work in this case? It may work between a dozen cities, none of which are the Nation's capital. How are you really going to negotiate a local share? I would love to know.

Mr. CLYMER. Well, the same way other cities have. The Secretary is saying that cities that come in for Section 3 funding now should be putting up at least 50 percent of the project cost. Cities are coming to the conclusion on their own that sometimes even 50 percent of the project cost is not going to be sufficient. And a number of cities looking at projects right now have come to the conclusion

that they have to put up 70 percent in order to complete their systems.

And as we have mentioned before, certainly at 50 percent we can handle this 1,000-pound gorilla, if you will, out of a program of the size of approximately \$500 million. We look at the construction schedules. We look at the design times and take all those factors into account, and given that ability to meter the dollars out when they are needed, feel that we have the ability to handle this and other programs adequately within our program.

Senator HEINZ. Ms. Turner, what would you do if Congress in effect said you have to have a 50 percent local non-Federal share?

Ms. TURNER. If Congress said we have to have a 50 percent non-Federal share, once again, that is a decision that the local governments in this region would have to make. They are the governments that provide the funding. But let me say just a word, and this is more philosophical than anything else. I have a real concern with the increased local share as a leverage and a key element in determining which cities receive Federal funding. Carried to the extreme one could argue that the rich get richer and the poor get poorer. We all know that the cities that need public transportation the most are cities that have large transit-dependent populations. These are also the urban areas that are pressed to cover competing social services.

I think that we have to recognize that public transportation is a service. Public transportation will always have to be subsidized both by the Federal Government and by State and local governments. There should be a way to find a share that is reasonable and rational. But I worry a little bit when we say that the cities that can put up the largest local share are the ones that get priority treatment in Federal funding.

Mr. CLYMER. Senator, if I might comment on that also. We have through jawboning, if you will, the 50 percent overmatch on these kind of projects, leveraged a considerable amount of additional dollars into the Federal transit program. As a result of this, it is certainly arguable that those cities, if you want to refer to as the "haves" that have come in with significant overmatches, have freed up considerable amount of dollars to those "that have not" on the lower end of the scale; therefore, it makes more Federal dollars available to do more kinds of projects as a result of that overmatch.

In addition, and you spoke earlier of what they would do in the event that they could only have a 50 percent match, they would have to do a number of things that other cities around the country are doing very successfully—looking more toward privatization, more toward bringing entrepreneurial ventures in and joint development projects, along with their construction projects, to look to more innovative ways to finance the system.

Chicago is going to be looking at a central circulator project that officials are proposing have only a one-third Federal share, one-third local share, and one-third would be put up by the business community as a whole. So there are a number of things that the areas could do to get innovative when faced with only a 50 percent match coming from the Federal Government.

Senator HEINZ. Thank you very much.

Ms. TURNER. Senator Heinz, I would just like to make one comment. When we talk about other cities around the Nation, we are not talking about cities that house the Federal Government. Therefore, the way in which this city derives its tax base versus the way cities in other parts of this country develop their tax base and have an ability to leverage corporate America are quite different.

Senator HEINZ. Thank you, Mr. Chairman.

Senator SASSER. Thank you, Senator Heinz. I want to thank our witnesses. I had additional questions to ask our witnesses this morning, but fortunately Senator Heinz has asked them all for me. And I want to express my appreciation to my distinguished colleague for asking those questions.

We are grateful this morning for the appearance of Senator Warner who I felt added substantially to the substance of the hearing with his questions and with his comments. I am pleased that an excellent working relationship does exist between the Metropolitan Transit Authority here and Mr. Clymer as Administrator of the Urban Mass Transit Administration. I am confident and hopeful that that relationship will continue.

With regard to your comment, Ms. Turner, that we are building a monumental Metrorail system here, I am pleased to hear that. In this city, which is the capital of the greatest democracy in the world at present time, and I suspect the greatest democracy in the history of the world, we do build for the ages here. And when we build cheap and shoddy and transient things, then I think it reflects badly on the whole Nation. So I am delighted to know that this subway system is a monumental structure and is being built in such a way that it is an example and an inspiration for the rest of the country.

I wish we could say the same thing about the airports here. But hopefully, Mr. Clymer, these regional groups that have taken over the airports will do something about them in the not too distant future.

I think we have said about all that needs to be said today. We might have additional questions for the record which would be propounded to both of you, and I would request that you respond with dispatch. Thank you very much and these hearings are closed.

[Whereupon, at 12:07 p.m., the Subcommittee adjourned, subject to the call of the Chair.]

APPENDIX

II

101ST CONGRESS
1ST SESSION

S. 612

To amend the National Capital Transportation Act of 1969 relating to the Washington Metrorail System.

IN THE SENATE OF THE UNITED STATES

MARCH 16 (legislative day, JANUARY 3), 1989

Mr. SARBANES (for himself, Ms. MIKULSKI, Mr. ROBB, Mr. WARNER, and Mr. SASSER) introduced the following bill; which was read twice and referred to the Committee on Governmental Affairs

A BILL

To amend the National Capital Transportation Act of 1969 relating to the Washington Metrorail System.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the "National Capital Trans-
5 portation Amendments Act of 1989".

6 **SEC. 2. AMENDMENT TO NATIONAL CAPITAL TRANSPORTA-**
7 **TION ACT OF 1969.**

8 Effective October 1, 1989, the National Capital Trans-
9 portation Act of 1969 (Public Law 91-143; 83 Stat. 320) is

1 amended by adding at the end thereof the following new
2 section:

3 "AUTHORIZATION OF ADDITIONAL FEDERAL
4 CONTRIBUTIONS FOR CONSTRUCTION

5 "SEC. 17. (a) The Secretary of Transportation is au-
6 thorized to make grants to the Transit Authority, in addition
7 to the contributions authorized by sections 3 and 14, for the
8 purpose of financing in part the cost of construction of the
9 Adopted Regional System.

10 "(b) Federal grants under subsection (a) for the Adopted
11 Regional System shall be subject to the following limitations
12 and conditions:

13 "(1) The work for which such grants are author-
14 ized shall be subject to the provisions of the Compact
15 and shall be for projects included in the Adopted Re-
16 gional System.

17 "(2) The aggregate amount of such Federal
18 grants made during any fiscal year shall be matched by
19 the local participating governments by payment of cap-
20 ital contributions for such year in a total amount that
21 is not less than 25 percent of the amount of such Fed-
22 eral grants and shall be provided in cash from sources
23 other than Federal funds or revenues from the oper-
24 ation of public mass transportation systems. Any public
25 or private transit system funds so provided shall be
26 solely from undistributed cash surpluses, replacement

1 or depreciation funds or revenues available in cash, or
2 new capital.

3 “(3) Such grants shall be subject to terms and
4 conditions that the Secretary may deem appropriate for
5 constructing the Adopted Regional System in a cost-
6 effective manner.

7 “(c) In addition to funds authorized under section 14,
8 there is authorized to be appropriated to the Secretary of
9 Transportation for the purpose of making grants to complete
10 the Adopted Regional System as provided in subsection (a)
11 an aggregate amount not to exceed \$2,160,000,000.

12 “(d) Amounts appropriated pursuant to the authoriza-
13 tion under subsection (c)—

14 “(1) shall remain available until expended; and

15 “(2) shall be in addition to, and not in lieu of,
16 amounts available to the Transit Authority under the
17 Urban Mass Transportation Act of 1964 and section
18 103(e)(4) of title 23, United States Code.”.

JOHN WARNER
VIRGINIA
COMMITTEES
ARMED SERVICES
SELECT COMMITTEE ON INTELLIGENCE
ENVIRONMENT AND PUBLIC WORKS
SPECIAL COMMITTEE ON AGING

John Warner
United States Senate

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April 23, 1990

STATEMENT BY THE HONORABLE JOHN WARNER
BEFORE THE
SUBCOMMITTEE ON GENERAL SERVICES, FEDERALISM AND
THE DISTRICT OF COLUMBIA COMMITTEE
ON GOVERNMENTAL AFFAIRS
REGARDING:
AUTHORIZATION FOR WASHINGTON METRORAIL

Mr. Chairman, the Members of the Committee, I appreciate you having this hearing to discuss legislation to authorize appropriations for the completion of the full 103-mile adopted regional system for the Washington Metrorail System.

As you well know, the four Senators who represent the Commonwealth of Virginia and the State of Maryland have joined together to introduce the counterpart legislation to this bill in the United States Senate.

There can be but one person's name as the prime sponsor of a piece of legislation; however, as in the past, our efforts to work together to get this legislation drafted, introduced and enacted into law are 100 percent efforts on each of our parts.

I am pleased to join my colleagues from across the Potomac, the Senators from Maryland, Senators Sarbanes and Mikulski, and my own Virginia partner, Senator Robb, in supporting your legislation to authorize the completion of the full Metrorail system.

The federal commitment to the Metrorail construction program has spanned some 25 years and six administrations, and has been bi-partisan. Ever since President Kennedy first called the plan for Metro "both sound and necessary," presidents of both parties have sought federal funds to support the Metrorail construction program.

Similarly, members of both Houses of Congress of both parties, and representing constituencies across this great Nation, have underscored time and again the need for sustaining the federal commitment to completion of Metrorail - America's subway.

Most recently, the House approved companion legislation to complete the Metro system by the overwhelming majority of 260-to-150. The vote was bipartisan and reflected support from every region of this country.

The Metrorail system is the product of more than 30 years of discussion, planning, and construction. Extraordinary efforts from citizens and local elected officials alike helped shape the adopted regional plan for a 103-mile rapid transit system to relieve traffic congestion and its attendant pollution, and to improve the physical character, environmental quality, economic growth and well-being of the National Capital Region.

As early as 1960, Congress recognized in the National Capital Transportation Act "...that an improved transportation system of the National Capital Region is essential to the continued growth and effective performance of the functions of the government of the United States, for the welfare of the District of Columbia, for the orderly growth and development of the National Capital Region, and for the preservation of the beauty and dignity of the Nation's capital..."

In correspondence to Congress in 1963, then-President Kennedy said that any such "...improved transportation system must include a major rapid transit system. The alternatives would be steadily-worsening congestion with what all that congestion means in losses in time and money, or an enlarged highway and freeway system program entailing additional expense, major disruptions of persons and businesses, and substantial impairment of the appearance and attractiveness of the city.

The political consensus forged among the eight local governments in Maryland, Virginia and the District of Columbia to support a coherent and orderly plan for construction of such a rapid transit system has remained intact. This local jurisdictional compact formed a partnership with the federal government to advance a cost-shared construction program -- a partnership that has now built 70 miles of Metrorail. Recognized by the American Public Transit Association as "the outstanding transit system in North America," Metrorail has proven itself a safe, reliable and clean system. With ridership exceeding a half a million daily, it now is second only to New York MTA in ridership.

In creating the Washington Metropolitan Area Transit Authority to construct a rapid rail system for the nation, Congress explicitly recognized the greater federal concern for a transportation system in the National Capital Region which would serve the 400,000 federal employees in this area, the citizens of the National Capital Region, and the 19 million tourists that visit America's seat of government each year. Just as Washington is not any other American city, Metro has not been and should not be treated as any other transit system. Further, having been under construction for over 20 years, Metrorail is not a new start; therefore new start systems across the country should not be required to compete with it.

The federal-local partnership that has yielded this fine system must be sustained to fully realize the dreams of those pioneering and visionary planners some 30 years ago. With the agreement and support of Congress and the Urban Mass Transit Administration, the remaining funds in Metro's current authorization known as "Stark-Harris", will permit the Authority to bring 89.5 miles into full-revenue service by the end of 1993.

The adopted regional system, however, provides for a 103-mile system. This will require adoption of new authorizing legislation. One of the great champions of Metro has been former Senator Charles Mathias of Maryland. During the 1979 Floor debate on the Stark-Harris legislation, Senator Mathias said "It would ... be a tragic breach of promise were the federal government to renege ... on its share of the Metrorail dream for those not yet served by the system." And indeed, that is the sentiment today of hundreds of thousands of residents throughout the region, many of whom reside in the most transit-dependent neighborhoods which have long been the targets for improved access to mass transit.

For residents of Prince George's County, Maryland along the outer Green Line, those living in the District's urban core along the inner Green Line, and yet others who must compete with traffic gridlock in Glenmont along the Red Line or Springfield-Franconia on the Yellow Line -- for all these residents who have waited patiently for so long to receive Metrorail service, we must keep our promise. Each of the 8 jurisdictions in the regional compact have dutifully paid their share of construction funds over the last 20 years to ensure that those segments planned for their areas would indeed be built. In addition, the jurisdictions in this region today contribute over \$300 million annually in operating funds.

I urge the Committee to unanimously support this authorization bill so that we may underscore our commitment to the federal-local partnership necessary to complete the entire Metrorail system. It is our responsibility to fulfill the hopes and promises of those visionaries who conceived and now have nearly completed this landmark rapid transit system. We owe this to millions of future riders that will enjoy enhanced access to government offices, businesses, family, friends, and the many fine attractions of the National Capital Area.

Thank you Mr. Chairman.

STATEMENT BY

CARMEN E. TURNER

GENERAL MANAGER

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

BEFORE THE

GENERAL SERVICES, FEDERALISM &

THE DISTRICT OF COLUMBIA SUBCOMMITTEE

OF THE

U.S. SENATE

COMMITTEE ON GOVERNMENTAL AFFAIRS

APRIL 23, 1990



- 2 -

GOOD MORNING MR. CHAIRMAN AND MEMBERS OF THE SUBCOMMITTEE. I AM PLEASED TO TESTIFY BEFORE YOU TODAY ON S. 612, THE NATIONAL CAPITAL TRANSPORTATION AMENDMENTS OF 1989, WHICH WILL AUTHORIZE THE FUNDING NECESSARY TO COMPLETE "AMERICA'S SUBWAY." I WOULD LIKE TO TAKE THIS OPPORTUNITY TO EXPRESS OUR SINCERE APPRECIATION TO YOU, MR. CHAIRMAN, FOR YOUR STEADFAST SUPPORT OF THIS LEGISLATION.

WE ARE GRATIFIED THAT THE HOUSE RECENTLY APPROVED BY A RESOUNDING MARGIN A COMPANION MEASURE (H.R. 1463). THE DEBATE ON THE HOUSE FLOOR AND THE FINAL VOTE REFLECTED BOTH BI-PARTISAN AND MULTI-REGIONAL SUPPORT FOR THE LEGISLATION.

FOR THE PAST TWENTY YEARS, THE FEDERAL GOVERNMENT, METRO, AND THE LOCAL GOVERNMENTS OF THIS REGION HAVE BEEN WORKING TOGETHER TO CONSTRUCT A RAIL TRANSIT SYSTEM FOR THE NATION'S CAPITAL. THIS BILL WILL CONTINUE THAT PARTNERSHIP, AND WILL ALLOW US TO BRING TO FRUITION THE PLANS, THE DREAMS, AND THE HOPES OF THE MULTITUDE OF VISIONARY LEADERS WHO HAVE WORKED SO HARD TO MAKE THIS SYSTEM A REALITY.

I SPEAK IN THESE TERMS BECAUSE METRO IS MORE THAN JUST A SUBWAY. IT IS AN INTEGRAL PART OF A COORDINATED TRANSPORTATION INFRASTRUCTURE WHICH MAKES THIS CAPITAL CITY WORK, YIELDS SIGNIFICANT ENVIRONMENTAL BENEFITS, AND IMPROVES THE QUALITY OF LIFE THROUGHOUT THE REGION. EVERY DAY IT CARRIES A LARGE PERCENTAGE OF THE 400,000 FEDERAL EMPLOYEES IN THIS REGION TO WORK, TRANSPORTS THOUSANDS OF PERSONS HAVING BUSINESS WITH GOVERNMENT AGENCIES, AND PROVIDES CONVENIENT MOBILITY TO THE 19 MILLION TOURISTS FROM ACROSS THE COUNTRY AND AROUND THE WORLD WHO VISIT THIS CITY EVERY YEAR.

OVER HALF OF THE EXISTING METRORAIL STATIONS DIRECTLY SERVE FEDERAL FACILITIES AND OFFICES, SUCH AS PENTAGON, FEDERAL TRIANGLE, AND SMITHSONIAN. THE CAPITOL SOUTH AND UNION STATION METRORAIL STOPS SERVE THE CONGRESS. EIGHT OF THE 14 STATIONS TO BE OPENED IN THE NEXT THREE YEARS ARE LOCATED NEAR FEDERAL WORKSITES. RESPONDING TO THE CONGRESSIONAL REQUIREMENT THAT FEDERAL BUILDINGS BE OWNED INSTEAD OF LEASED, THE GENERAL SERVICES ADMINISTRATION REQUIRES THAT ALL NEW FEDERAL OFFICE SPACE BE CONVENIENT TO A METRORAIL STATION.

ON INAUGURATION DAY, METRORAIL CARRIED OVER 600,000 PASSENGERS, AND METRO PROVIDES EXTRA SERVICE FOR THE MANY SPECIAL EVENTS HELD IN THE CAPITAL, INCLUDING POLITICAL DEMONSTRATIONS. THESE ARE ALL EXAMPLES OF THE FACT THAT METRO IS, INDEED, AN ESSENTIAL ELEMENT WHICH ALLOWS THIS CITY - AND THE FEDERAL ESTABLISHMENT HERE - TO WORK.

PRESIDENT KENNEDY, THE FIRST OF MANY PRESIDENTS TO SUPPORT THE CONSTRUCTION OF METRORAIL, CALLED THE SYSTEM "BOTH SOUND AND NECESSARY," AND PRESIDENT JOHNSON STATED THAT "MASS TRANSPORTATION IN THE WASHINGTON AREA IS [AN ISSUE] IN WHICH THE FEDERAL GOVERNMENT HAS A UNIQUE INTEREST AND RESPONSIBILITY." PRESIDENT JOHNSON ALSO CHALLENGED US TO BUILD A SYSTEM THAT IS "ATTRACTIVE AS WELL AS USEFUL. IT SHOULD BE DESIGNED SO AS TO SET AN EXAMPLE FOR THE NATION, AND TO TAKE ITS PLACE AMONG THE MOST ATTRACTIVE IN THE WORLD."

THE OPERATING METRORAIL SYSTEM

I BELIEVE THAT THE 70 MILES OF METRORAIL THAT ARE OPERATING TODAY HAVE RESPONDED TO THAT CHALLENGE. THE SYSTEM IS BOTH ATTRACTIVE AND USEFUL. NOT ONLY IS IT A LIFELINE IN THE TRANSPORTATION NETWORK, BUT IT HAS BECOME A TOURIST ATTRACTION IN ITSELF.

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LET ME SHOW YOU ON THE MAP THE PORTION OF THE SYSTEM NOW IN OPERATION. IT INCLUDES:

- O THE RED LINE FROM SILVER SPRING TO SHADY GROVE,
- O THE ORANGE LINE FROM VIENNA TO NEW CARROLLTON,
- O THE BLUE LINE FROM NATIONAL AIRPORT TO ADDISON ROAD, AND
- O THE YELLOW LINE FROM HUNTINGTON TO GALLERY PLACE.

RAIL CONSTRUCTION PROGRAM

IN ADDITION TO OUR 70 MILES IN OPERATION, WE HAVE ANOTHER 19.5 MILES UNDER CONSTRUCTION. ALL OF THE SEGMENTS UNDER CONSTRUCTION ARE SCHEDULED TO OPEN BETWEEN SEPTEMBER OF THIS YEAR AND THE END OF 1993. THIS WILL COMPLETE THE 89.5 MILES OF THE 103-MILE ADOPTED REGIONAL SYSTEM WITHIN THE FUNDS AUTHORIZED BY THE STARK-HARRIS LEGISLATION.

MORE SPECIFICALLY, OF THE 19.5 MILES UNDER CONSTRUCTION, WE ARE SCHEDULED TO OPEN THE RED LINE IN MARYLAND FROM SILVER SPRING TO WHEATON ON SEPTEMBER 22ND. WE ARE ALSO SCHEDULED TO BEGIN SERVICE ON THE GREEN LINE FROM GALLERY PLACE-CHINATOWN TO

THE U STREET-CARDOZO STATION ON DECEMBER 1ST OF THIS YEAR. THESE OPENINGS WILL ADD 4.9 MILES AND 5 STATIONS TO THE CURRENT OPERATING RAIL SYSTEM, BRINGING US TO 75 MILES AND 66 STATIONS IN CALENDAR YEAR 1990.

IN ADDITION, WE ARE BUILDING:

- O THE BLUE LINE FROM KING STREET TO VAN DORN -- PLANNED FOR REVENUE SERVICE IN EARLY 1991;
- O THE GREEN LINE FROM L'ENFANT PLAZA TO ANACOSTIA -- SCHEDULED TO OPEN IN LATE 1991; AND
- O THE OUTER GREEN LINE, FROM ITS INTERSECTION WITH THE RED LINE AT FORT TOTTEN AND EXTENDING TO GREENBELT, WHICH WILL BE CARRYING PASSENGERS IN LATE 1993.

BY THE END OF 1993, WE WILL HAVE A TOTAL OF 89.5 MILES AND 74 STATIONS IN REVENUE SERVICE.

COMPLETION OF THE 103-MILE SYSTEM

BEYOND THE 89.5 MILES IN OPERATION OR UNDER CONSTRUCTION, THERE REMAIN 13.5 MILES TO COMPLETE THE 103-MILE ADOPTED REGIONAL SYSTEM. COMPLETION OF THE FINAL 13.5 MILES WILL RESULT IN SUBSTANTIAL ADDITIONAL ENVIRONMENTAL BENEFITS AND WILL GREATLY ENHANCE THE QUALITY OF LIFE THROUGHOUT THE REGION. WITH THE FULL 103-MILE SYSTEM OPERATING, METRO WILL:

- O TAKE AN ADDITIONAL 200,000 CARS OFF THE ROAD EACH DAY, BEYOND THE 300,000 CARS THAT METRORAIL TAKES OFF THE ROAD TODAY;
- O SAVE 140 MILLION GALLONS OF GASOLINE ANNUALLY;
- O RESULT IN ELEVEN MILLION FEWER TONS OF POLLUTANTS ANNUALLY, INCLUDING HYDROCARBONS, CARBON MONOXIDE, AND NITROGEN OXIDE;
- O SERVE FOUR MORE FEDERAL FACILITIES, INCLUDING ANDREWS AIR FORCE BASE, THE U.S. BUREAU OF THE CENSUS, SUITLAND FEDERAL CENTER AND THE SPRINGFIELD GSA CENTER;
- O ADD 14,500 PARKING SPACES;
- O SERVE MANY TRANSIT DEPENDENT RESIDENTS, THUS REVITALIZING THE REGION;
- O PROVIDE MUCH NEEDED STORAGE YARDS AND MAINTENANCE FACILITIES FOR RAIL CARS;
- O OFFER THROUGH SERVICE THROUGHOUT THE SYSTEM, THUS REDUCING TRANSFERS RIDERS WILL HAVE TO MAKE; AND
- O REMOVE TEMPORARY TERMINALS, WITH INADEQUATE PARKING, IN RESIDENTIAL AREAS.

IN ORDER TO ENSURE THAT METRORAIL OPERATES AT MAXIMUM EFFICIENCY, WHILE MINIMIZING OPERATING COSTS, WE MUST MOVE EXPEDITIOUSLY TO COMPLETE THE SYSTEM. WE BELIEVE THAT THE ONLY WAY WE WILL SEE THE FULL BENEFIT OF THE FEDERAL AND LOCAL INVESTMENT IS TO COMPLETE THE SYSTEM AS DESIGNED. METRORAIL WAS CONCEIVED AS A FULLY INTEGRATED SYSTEM THAT WORKS MOST EFFICIENTLY WHEN COMPLETE.

AS SHOWN ON OUR MAP, INCLUDED IN THE REMAINING 13.5 MILES IS THE FINAL PORTION OF THE INNER GREEN LINE, WHICH WILL SERVE THE MOST TRANSIT DEPENDENT POPULATION OF THE REGION. THIS WILL CONNECT THE U-STREET-CARDOZO AND FORT TOTTEN STATIONS, WITH INTERMEDIATE STOPS AT THE COLUMBIA HEIGHTS AND GEORGIA AVENUE STATIONS. CONSTRUCTION OF THIS CRITICAL LINK WILL PERMIT THROUGH TRIPS FROM NORTHERN PRINCE GEORGE'S COUNTY INTO DOWNTOWN, AVOIDING A TRANSFER AT FORT TOTTEN, WHICH WILL BE REQUIRED WHEN THE OUTER GREEN LINE BEGINS OPERATIONS. THE FORT TOTTEN STATION WAS NOT DESIGNED TO BE A MAJOR TRANSFER STATION. WITH COMPLETION OF THIS LINK, RESIDENTS AND BUSINESSES ALONG THE GREEN LINE WILL BENEFIT FROM EMPLOYMENT OPPORTUNITIES AND ECONOMIC DEVELOPMENT ALONG THIS LINE AND THROUGHOUT THE REGION.

THE SOUTHERN LEG OF THE GREEN LINE WILL EXTEND FROM THE ANACOSTIA STATION IN SOUTHEAST WASHINGTON TO BRANCH AVENUE NEAR THE BELTWAY, PROVIDING A VITAL INTERCEPT FOR TRAFFIC IN RAPIDLY DEVELOPING SOUTHERN PRINCE GEORGE'S COUNTY. THIS LINE WILL ALSO HAVE STATIONS AT CONGRESS HEIGHTS, SOUTHERN AVENUE, NAYLOR ROAD AND SUITLAND. CONGRESS HEIGHTS IS THE LOCATION OF SAINT ELIZABETH'S HOSPITAL, AND THE SUITLAND STATION WILL SERVE THE MAJOR U.S. GOVERNMENT EMPLOYMENT COMPLEX IN THAT AREA. IMPLEMENTATION OF THE MASTER PLAN FOR FURTHER DEVELOPMENT AT THE SUITLAND FEDERAL CENTER IS BEING DELAYED UNTIL THAT METRORAIL STATION IS BUILT.

THE BRANCH AVENUE STATION WILL PERMIT CONVENIENT ACCESS TO ANDREWS AIR FORCE BASE, AND THE YARD AT BRANCH AVENUE WILL PROVIDE MUCH NEEDED STORAGE CAPACITY, THUS REDUCING OPERATING COSTS.

THE RED LINE WILL BE EXTENDED FROM WHEATON TO GLENMONT, PROVIDING ACCESS TO A STORAGE YARD THAT WILL HELP TO ENHANCE RELIABILITY AND TO REDUCE OPERATING COSTS. COMPLETION OF THE LINE TO GLENMONT WILL RELIEVE THE TRAFFIC IMPACT UPON WHEATON, A TEMPORARY TERMINUS IN A RESIDENTIAL AREA, AND NOT DESIGNED TO BE A TERMINAL STATION.

THE YELLOW LINE WILL BE EXTENDED TO FRANCONIA/SPRINGFIELD WHERE PARKING FACILITIES AND HIGHWAY INTERCEPTS WILL DRAW TRAFFIC FROM I-95 AND I-395, INCREASING CAPACITY AND REDUCING TRAFFIC IN THAT OVER-BURDENED CORRIDOR. AS IN THE CASE OF THE RED LINE AT WHEATON, THE TEMPORARY END OF THE LINE AT VAN DORN IS NOT SUITABLE FOR USE AS A TERMINUS FOR AN EXTENDED PERIOD OF TIME, DUE TO LOCAL TRAFFIC PATTERNS AND LACK OF ADEQUATE PARKING.

METRO IS A SUCCESS STORY

WASHINGTON METRO IS RECOGNIZED THROUGHOUT THE REGION, THE COUNTRY AND THE WORLD AS ONE OF THE MOST SUCCESSFUL PUBLIC TRANSPORTATION SYSTEMS OPERATING TODAY. METRORAIL HAS BEEN IN OPERATION FOR OVER 13 YEARS, AND METROBUS IS IN ITS 16TH YEAR. METRO'S SUCCESS IS IN LARGE PART THE RESULT OF THE UNIQUE FEDERAL-LOCAL PARTNERSHIP FORGED A QUARTER OF A CENTURY AGO IN ORDER TO BRING A WORLD-CLASS TRANSIT SYSTEM TO OUR NATION'S CAPITAL.

IN 1988, THE AMERICAN PUBLIC TRANSIT ASSOCIATION BESTOWED THE TRANSIT INDUSTRY'S HIGHEST HONOR ON METRO, NAMING IT THE OUTSTANDING PUBLIC TRANSIT SYSTEM IN NORTH AMERICA. ONE

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OF THE PRIMARY REASONS METRO RECEIVED THIS PRESTIGIOUS AWARD IS ITS PHENOMENAL RIDERSHIP GROWTH, REACHING A RECORD 236 MILLION TRIPS ON RAIL AND BUS IN FISCAL YEAR 1988.

ALMOST 1 MILLION PASSENGER TRIPS ARE TAKEN DAILY ON METRO VEHICLES, HALF ON BUS AND HALF ON RAIL, MAKING METRO THE SECOND MOST HEAVILY USED RAIL SYSTEM AND THE FIFTH IN NUMBER OF BUS PASSENGERS IN THE UNITED STATES.

METRO IS A SUCCESS STORY IN MANY OTHER WAYS:

- O FOR FY 1991, METRORAIL FARES ARE EXPECTED TO COVER 76 PERCENT OF OPERATING COSTS. RAIL AND BUS TOGETHER ARE EXPECTED TO ACHIEVE A 53 PERCENT COST RECOVERY, ONE OF THE HIGHEST REVENUE-TO-COST RATIOS IN THE COUNTRY.

- O METRO HAS HELPED TO REVITALIZE AND UNITE THE METROPOLITAN AREA BY BRINGING JOB OPPORTUNITIES AND MOBILITY, NOT JUST TO DOWNTOWN LOCATIONS, BUT THROUGHOUT THE COMMUNITY, AFFECTING ALL INCOME GROUPS.

- 12 -

- O METRO HAS SUBSTANTIALLY REDUCED TRAFFIC CONGESTION. WITHOUT METRO, AN ADDITIONAL 300,000 AUTOMOBILES WOULD CONVERGE ON THE REGION'S STREETS AND HIGHWAYS DURING THE PEAK PERIOD EACH DAY. THAT IS ENOUGH CARS TO CREATE THREE EIGHT-LANE BUMPER-TO-BUMPER PARKING LOTS, EACH THE SIZE OF THE CAPITAL BELTWAY.
- O BY TAKING PEOPLE OUT OF THEIR AUTOMOBILES, METRO CONTRIBUTES SUBSTANTIALLY TO IMPROVING AIR QUALITY AND REDUCING OUR NATION'S DEPENDENCE FOR FOREIGN OIL.
- O METRO HAS AN EXCELLENT SAFETY RECORD. YOU ARE 300 TIMES SAFER RIDING IN A METROBUS AND 1000 TIMES SAFER IN A METRORAIL TRAIN THAN YOUR OWN CAR.

METRO HAS DEMONSTRATED ITS ABILITY TO ATTRACT RIDERS, REVITALIZE THE REGION AND MAKE THE NATION'S CAPITAL WORK MORE EFFICIENTLY. WE NOW NEED TO FINISH THE METRORAIL SYSTEM. CONSTRUCTION OF METRORAIL HAS PROCEEDED WITH THE UNDERSTANDING

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AMONG THE PARTICIPATING JURISDICTIONS AND THE FEDERAL GOVERNMENT THAT THE ENTIRE SYSTEM WOULD BE COMPLETED. MANY JURISDICTIONS IN THE REGION HAVE CONTRIBUTED TO THE CONSTRUCTION OF THE SYSTEM WHICH IS OPERATING TODAY IN THE EXPECTATION THAT THEIR LINES WOULD ALSO BE BUILT.

AS FORMER SENATOR MATHIAS SAID, "IT WOULD ... BE A TRAGIC BREACH OF PROMISE WERE THE FEDERAL GOVERNMENT TO RENEGE... ON ITS SHARE OF THE METRORAIL DREAM FOR THOSE NOT YET SERVED BY THE SYSTEM." THE BILL BEFORE US TODAY WILL ENABLE THE CONGRESS AND THE FEDERAL GOVERNMENT TO FULFILL THE COMMITMENT MADE OVER TWO DECADES AGO TO COMPLETE THE ADOPTED REGIONAL METRORAIL SYSTEM.

THE LEGISLATION AUTHORIZES THE \$2.16 BILLION FEDERAL SHARE OF THE ESTIMATED COST OF COMPLETING THE METRORAIL SYSTEM. THESE FUNDS, ENVISIONED TO BE APPROPRIATED AT A RATE OF \$200 MILLION ANNUALLY FOR ELEVEN YEARS WILL ENABLE COMPLETION OF THE SYSTEM IN A RESPONSIBLE AND COST EFFECTIVE FASHION. THE PARTICIPATING LOCAL JURISDICTIONS WILL PROVIDE A MATCHING SHARE OF 25 PERCENT OF FEDERAL SHARE (OR 20 PERCENT OF THE TOTAL COST). THE PROVISIONS OF THIS BILL, INCLUDING THE FEDERAL/LOCAL COST SHARING, ARE IDENTICAL TO THOSE ESTABLISHED IN THE 1979 STARK-HARRIS LAW.

UNIQUE FUNDING

WE ARE ASKING FOR A SEPARATE AUTHORIZATION - A UNIQUE FUNDING RELATIONSHIP - RATHER THAN BEING INCLUDED WITHIN THE URBAN MASS TRANSPORTATION NEW STARTS FUNDING PROGRAM FOR SEVERAL REASONS. FIRST AND FOREMOST, JUST AS THE NATION'S CAPITAL IS NOT LIKE ANY OTHER METROPOLITAN AREA IN THE COUNTRY, SO TOO IS THE TRANSIT SYSTEM THAT SERVES IT. MOREOVER, HAVING BEEN UNDER CONSTRUCTION FOR OVER 20 YEARS, METRO IS NOT A NEW START. THE CONSTRUCTION OF THIS SYSTEM IS A SEPARATE AND CONTINUING COMMITMENT OF THE CONGRESS, WHICH CREATED THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY SPECIFICALLY TO BUILD THIS SYSTEM.

TO DATE, THE METRORAIL CONSTRUCTION PROGRAM HAS RECEIVED \$3.7 BILLION IN DIRECT FEDERAL GRANTS. IN ADDITION, THIS REGION MADE A CONSCIOUS DECISION TO TRANSFER TO THE CONSTRUCTION OF THE TRANSIT SYSTEM \$2.2 BILLION SLATED TO BE USED FOR CONSTRUCTION OF URBAN INTERSTATE HIGHWAYS, LARGELY IN THE DISTRICT OF COLUMBIA. THE WASHINGTON METROPOLITAN AREA HAS TRANSFERRED MORE MONEY FROM HIGHWAY TO TRANSIT CONSTRUCTION THAN ANY OTHER AREA IN THE COUNTRY, AN INDICATION OF THE COMMITMENT OF THE LEADERS OF THIS COMMUNITY TO TRANSIT.

IN ADDITION TO THE \$3.7 BILLION IN GRANTS AND THE INTERSTATE TRANSFERS, THE ADMINISTRATION CLAIMS ANOTHER \$2.7 BILLION IN FEDERAL EXPENDITURES WHICH ARE NOT GRANTS, BUT A GUARANTEE BY THE FEDERAL GOVERNMENT ON OUTSTANDING BONDS, WHICH ARE SHARED 2/3 FEDERAL AND 1/3 LOCAL. THE ADMINISTRATION HAS YET TO PAY \$2.0 BILLION OF THIS TOTAL COST, MOST OF WHICH WILL NOT BE DUE UNTIL 20 YEARS FROM NOW.

SINCE 1968, LOCAL GOVERNMENTS IN THIS REGION HAVE CONTRIBUTED OVER \$1.3 BILLION FOR METRORAIL CONSTRUCTION, OVER AND ABOVE THE DISTRICT'S DECISION TO USE INTERSTATE HIGHWAY FUNDS FOR TRANSIT CONSTRUCTION. DURING THE SAME TIME PERIOD, THE LOCAL GOVERNMENTS HAVE CONTRIBUTED \$2.3 BILLION TO OPERATE THE METRO SYSTEM.

BY THE YEAR 2000, OPERATING SUBSIDIES SUPPORTED BY LOCAL JURISDICTIONS WILL REACH \$500 MILLION ANNUALLY. THIS COMPARES WITH THE \$16 MILLION, OR 3 PERCENT OF METRO'S OPERATING BUDGET, THAT THE FEDERAL GOVERNMENT CONTRIBUTES ANNUALLY. THE LOCAL GOVERNMENTS IN THIS REGION HAVE CONSISTENTLY MET THEIR FINANCIAL OBLIGATIONS TO METRO, EVEN IN THE FACE OF DECLINING FEDERAL SUPPORT FOR OTHER IMPORTANT SERVICES SUCH AS EDUCATION, HEALTH, HOUSING, HUMAN SERVICES, LAW ENFORCEMENT AND OTHER TRANSPORTATION NEEDS.

ALMOST ALL OF THE REMAINING CONSTRUCTION WILL OCCUR IN THE DISTRICT OF COLUMBIA AND PRINCE GEORGE'S COUNTY. THESE TWO LOCALITIES WILL BEAR THE GREATEST BURDEN FOR THE LOCAL SHARE OF THE REMAINING CONSTRUCTION COSTS. THE DISTRICT, FOR EXAMPLE, WILL PAY FULLY 42 PERCENT OF THE LOCAL CONTRIBUTION TO CONSTRUCTION FUNDING. NO JURISDICTION IN THIS COUNTRY IS WEALTHY ENOUGH TO BEAR THE COST OF A PROJECT LIKE THIS WITHOUT ASSISTANCE.

THE SECOND LARGEST RAIL SYSTEM IN THE COUNTRY, METRORAIL HAS RECEIVED ABOUT HALF AS MANY DOLLARS IN UMTA GRANTS AS HAS THE LARGEST SYSTEM, AND ABOUT THE SAME AMOUNT AS THE THIRD LARGEST SYSTEM. IT HAS RECEIVED MORE MONEY THAN THE SYSTEMS FUNDED UNDER THE UMTA NEW STARTS PROGRAM, BUT HAS BEEN UNDER CONSTRUCTION FOR A LONGER TIME AND HAS MORE THAN TWICE AS MANY MILES IN OPERATION AS ANY OF THOSE SYSTEMS. MOST OF THOSE SYSTEMS ARE ALSO BEING EXTENDED, AND ARE RECEIVING CONTINUING FEDERAL FUNDING.

A SEPARATE AUTHORIZATION FOR METRORAIL PERMITS NEW STARTS IN OTHER PARTS OF THE COUNTRY TO PROCEED. IF METRORAIL

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CONSTRUCTION WERE FUNDED UNDER THE UMTA NEW STARTS PROGRAM, IT WOULD UTILIZE MORE THAN HALF OF THE DOLLARS AVAILABLE. WE STRONGLY SUPPORT THE DEVELOPMENT OF RAIL SYSTEMS TO MEET THE IMPORTANT MOBILITY NEEDS OF NUMEROUS URBAN AND SUBURBAN AREAS THROUGHOUT OUR COUNTRY.

CONSEQUENTLY, IT IS IMPORTANT NOT ONLY FOR THE CITIZENS OF THIS REGION, BUT ALSO FOR OTHER METROPOLITAN AREAS BUILDING RAIL SYSTEMS, THAT METRO BE FUNDED SEPARATELY. VIRTUALLY EVERY MAJOR TRANSIT SYSTEM ACROSS THE COUNTRY SUPPORTS A CONTINUED SEPARATE AUTHORIZATION FOR METRO CONSTRUCTION. THEY RECOGNIZE THAT THE USE OF SECTION 3 FUNDS TO FINANCE METRO CONSTRUCTION WOULD PRECLUDE MANY DESERVING NEW RAIL CONSTRUCTION PROJECTS ACROSS THE COUNTRY.

THE ADMINISTRATION'S PROPOSED FY1991 BUDGET RECOMMENDS SECTION 3 NEW START FUNDS FOR ONLY FOUR OF TWENTY-SEVEN CITIES THAT ARE PLANNING RAIL CONSTRUCTION OR OTHER ELIGIBLE PROJECTS: LOS ANGELES, ST. LOUIS, DENVER, AND MIAMI. IF METRO WERE ALSO TO DRAW FROM THESE LIMITED RESOURCES, EVEN THE FEW OTHER SYSTEMS CURRENTLY RECOMMENDED WOULD NOT GET THEIR FAIR SHARE. IT IS FOR THESE REASONS THAT OTHER TRANSIT AUTHORITIES ARE SUPPORTING THIS LEGISLATION. I WOULD LIKE TO SUBMIT COPIES OF THEIR LETTERS FOR THE RECORD.

THE SUCCESSES OF METRO IN THE WASHINGTON REGION REFLECT THE BENEFITS THAT TRANSIT CAN BRING TO CITIES THROUGHOUT THE COUNTRY. THE UMTA PROGRAM HAS FOSTERED AWARENESS OF THE INTEGRAL ROLE THAT TRANSIT PLAYS IN THE VITALITY OF OUR NATION'S CITIES. WE STRONGLY SUPPORT THE ENTIRE LEGISLATIVE PROGRAM OF THE AMERICAN PUBLIC TRANSIT ASSOCIATION TO ENHANCE MOBILITY FOR CITIZENS THROUGHOUT THE NATION. THE SEPARATE AUTHORIZATION FOR METRO THAT WE ARE REQUESTING TODAY IS ENTIRELY CONSISTENT WITH APTA'S LEGISLATIVE AGENDA, AND HAS BEEN ENDORSED BY APTA.

THE SPECIAL RELATIONSHIP

IN ASKING YOUR SUPPORT FOR THIS LEGISLATION, LET ME QUOTE WHAT THE CONGRESS SAID IN THE REPORT ACCOMPANYING HR 3951, THE STARK-HARRIS BILL, WHEN IT WAS PASSED IN 1979:

"THIS LEGISLATION EMPHASIZES THE SPECIAL OBLIGATION OF THE FEDERAL GOVERNMENT TO THE CITIZENS OF NORTHERN VIRGINIA, SUBURBAN MARYLAND, AND THE DISTRICT OF COLUMBIA WHEN IT SET SPECIAL REQUIREMENTS THAT GO BEYOND THOSE SET FOR SIMILAR PROJECTS IN OTHER PARTS OF THE COUNTRY.

"THE WASHINGTON METRO SYSTEM IS A TRANSIT SYSTEM BEFITTING A NATION'S CAPITAL. PRESIDENT JOHNSON SPECIFIED THAT IT BE SO. METRO HAD TO RECEIVE THE APPROVAL OF THE NATIONAL CAPITAL PLANNING COMMISSION. STATION AND CAR DESIGNS WERE REVIEWED BY THE U.S. FINE ARTS COMMISSION. STATIONS WERE BUILT AND ARE MAINTAINED AT THE REQUEST OF THE FEDERAL GOVERNMENT AND ARE LOCATED IN FEDERAL BUILDINGS. SUCH COSTLY REQUIREMENTS DO NOT EXIST FOR THE TAXPAYERS OF ANY OTHER U.S. CITY AS THEY DESIGN AND BUILD MASS TRANSIT SYSTEMS.

"THE BENEFITS OF METRO TO THE DAY-TO-DAY OPERATION OF THE FEDERAL GOVERNMENT ARE IMMENSE. THE CONVENIENCE AND SAVINGS FROM STATIONS DEDICATED TO GOVERNMENT FACILITIES SUCH AS THE PENTAGON AND NIH ARE IMMEASURABLE. TIME AND DOLLARS SAVED BY THE EMPLOYEES USING METRO INSTEAD OF TAXIS ON OFFICIAL BUSINESS AND THE GREATLY REDUCED LOSS OF TIME DUE TO INCLEMENT WEATHER ARE JUST TWO OF THE MANY ADVANTAGES OF METRO TO THE FEDERAL GOVERNMENT."

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METRO IS TRULY "AMERICA'S SUBWAY." TODAY THAT SUBWAY NEEDS A REAFFIRMATION OF THE COMMITMENT CONGRESS HAS MADE TO ITS COMPLETION. IT NEEDS THE ENACTMENT OF THE NATIONAL CAPITAL TRANSPORTATION AMENDMENTS OF 1989. WE THANK YOU FOR YOUR SUPPORT OF THIS IMPORTANT LEGISLATION.

TESTIMONY

OF

SENATOR PAUL SARBANES
NATIONAL CAPITAL TRANSPORTATION ACTSUBCOMMITTEE ON GENERAL SERVICES, FEDERALISM, AND
THE DISTRICT OF COLUMBIA
SENATE COMMITTEE ON GOVERNMENTAL AFFAIRSAPRIL 18, 1990

Mr. Chairman, I want to thank you for inviting us to appear before you today in support of legislation we introduced on March 16, 1989 to reauthorize the National Capital Transportation Act. Joining me in introducing that bill, S.612, were my colleagues from Virginia and Maryland, Senators John Warner and Charles Robb, and Senator Barbara Mikulski, as well as our friend from Tennessee, the Chairman of the Subcommittee, Senator Jim Sasser.

Mr. Chairman, on March 28 the House of Representatives passed its version of S. 612 by a vote of 260-150. The result indicated strong bipartisan support of Metro and reflected a broad multi-jurisdictional and regional desire to see our nation's capital region subway completed.

The current Federal authorization for Metrorail construction, P.L. 96-184, referred to as Stark-Harris, provides funding sufficient only to complete 89.5 miles of the 103 mile Adopted Regional System. S. 612 will enable Congress' vision of completing the full 103 miles system to become reality. The National Capital Transportation

Amendments of 1989 reaffirm the Federal commitment to serving the vital transportation needs of the nation's capital with its large Federal workforce, 19 million visitors annually from across the nation and around the world, and residents of the region.

The legislation we are discussing in this hearing today authorizes the \$2.16 billion Federal share of the estimated costs of completing the Adopted Regional System. In introducing this authorizing legislation we were aware that its implementation is subject to annual appropriations and budget review. These funds are envisioned to be appropriated in \$200 million increments over an eleven-year period. Estimates of the cost to complete the system are mindful of Federal fiscal constraints, yet assure an orderly and cost-effective construction program. If annual appropriation levels contemplated in the cost estimates are not achieved, as with any capital construction project, cost increases will inevitably result from a stretched-out construction schedule.

The participating local jurisdictions will provide a matching share of 20 percent of the total cost. The Federal/local cost-sharing set forth in this bill is identical to that established in the Stark-Harris legislation. At that time it was recognized that the participating local jurisdictions would meet the remainder of the capital costs and establish a "stable and reliable" funding source to meet operating expenses. The jurisdictions in this region have always met their commitment to provide subsidies to meet Metro's operating costs, as well as the local share of construction costs, and will continue to do so.

Since its inception, construction of the Metrorail system has proceeded with the understanding among the participating jurisdictions and the Federal Government that the entire system would be built. Many jurisdictions in the region have contributed to the construction of the system which is operating today in the expectation that lines in their area would be completed. This understanding has formed the basis for a unique Federal/local partnership, enabling Metrorail to be constructed crossing through many local subdivisions, states, the District, and on parcels of Federal land. This region, including local government, business, and community representatives, has put aside parochial concerns and come together in an unprecedented fashion to support this system. Congress has demonstrated its support time and again, not only through the efforts of the regional delegation, but with the active bipartisan support of Members from geographic regions across the country.

This legislation will enable the final portion of the long-delayed Inner Green Line, which will serve the most transit dependent population of the region, to be completed. Also on the Green Line the U Street and Fort Totten Stations will be connected with intermediate stops at Columbia Heights and Georgia Avenue. The southern leg of the Green Line will extend from the Anacostia Station in Southeast Washington to Branch Avenue near the Beltway, providing a vital intercept for traffic in rapidly-developing southern Prince George's County. The Branch Avenue Station will permit convenient access to Andrews Air Force Base and add a valuable maintenance yard to the system. This line will also have stations at Congress Heights, Southern Avenue, Naylor Road, and Suitland, serving two hospitals and the major U.S. government complex in this area.

In addition, the Red Line will be extended from Wheaton to Glenmont, providing access to a vital service and inspection yard, thus enhancing operational efficiency. It will also relieve substantial traffic congestion at Wheaton, the temporary terminus, which was not originally designed to be a terminal point.

Finally, the Yellow Line will be extended to Franconia/Springfield where parking facilities and highway intercepts will draw traffic from I-95, I-395, and I-495, increasing capacity, reducing traffic, and enhancing safety in that overburdened corridor. As in the case of the Red Line at Wheaton, the temporary terminus at Van Dorn is not suitable for operating for an extended period of time, due to local traffic conditions. The \$2.16 billion Federal share includes basic construction costs, as well as additional rail cars; power, computerized train control, communications, and fare collection systems; start-up management; and all other expenses associated with bringing the final 13.5 miles into revenue operation.

Over twenty years ago, Congress embarked on a vital mission to address the problems posed by the enormous growth forecasts for the National Capital region. Ensuring orderly commercial and residential development, enhancing critical mobility for the millions of visitors and the massive Federal workforce scattered about the region, and providing residents of many transit-dependent neighborhoods a means to travel to their jobs or to visit with family and friends were all important considerations when Congress first addressed the transportation needs of the region.

These goals remain important national priorities today, and Metrorail is a shining example of what a Federal/local partnership can achieve. But while ridership is exceeding all projections, and by every conceivable indicator Metrorail is an outstanding success, much remains to be done. Gridlock still threatens our roadways today as the planners' growth forecasts become a reality, and many of the most transit-dependent neighborhoods continue to wait patiently for Metrorail's long-promised arrival.

Congress has long maintained its commitment to completion of the entire Metrorail system. Today we merely seek reaffirmation of that commitment. This critical legislation will provide optimal operational efficiency of our transit network and ease the region's traffic congestion. These have been and should remain important national priorities. Mr. Chairman, I urge you to move this bill to the full committee for action as quickly as possible and thank you for your early and total commitment to this legislation.

STATEMENT OF SENATOR BARBARA A. MIKULSKI
METRO AUTHORIZATION HEARING
SENATE SUBCOMMITTEE ON GENERAL SERVICES, FEDERALISM
AND THE DISTRICT OF COLUMBIA
APRIL 23, 1990

MR. CHAIRMAN, I'M GLAD TO HAVE THE OPPORTUNITY
TO EXPRESS MY SUPPORT FOR THE METRO AUTHORIZATION
BILL.

METRORAIL IS ONE OF OUR REGION'S GREAT SUCCESS
STORIES. UNDER THE ABLE LEADERSHIP OF CARMEN TURNER,
WE HAVE A WELL-RUN SUBWAY SYSTEM THAT CARRIES PEOPLE
ON MORE THAN HALF A MILLION TRIPS EVERY DAY.

BUT IT'S A STORY THAT IS NOT FINISHED. BY
AUTHORIZING \$2.16 BILLION TO COMPLETE THE FINAL 13.5
MILES OF THIS TRANSIT SYSTEM, WE WILL WRITE THE LAST
CHAPTER AND MAKE METRO A SYSTEM FOR EVERYONE IN THE
WASHINGTON AREA.

OVER 20 YEARS AGO, THE FEDERAL GOVERNMENT MADE A COMMITMENT TO BUILD METRO -- ALL 103 MILES OF IT.

LOW-INCOME AND MINORITY RESIDENTS OF ANACOSTIA, SHAW, AND NORTHEAST WASHINGTON HAVE BEEN WAITING PATIENTLY FOR US TO KEEP THAT COMMITMENT. THEY ARE THE RESIDENTS MOST DEPENDENT ON MASS TRANSIT.

THIS REAUTHORIZATION WILL ALLOW US TO KEEP OUR COMMITMENT TO THEM.

IT IS IMPORTANT AND APPROPRIATE THAT THE FEDERAL GOVERNMENT KEEP THIS COMMITMENT BECAUSE IT IS THE FEDERAL WORKFORCE THAT BENEFITS MOST FROM METRO.

THIS REAUTHORIZATION WILL PROVIDE METRO SERVICE FOR THE FIRST TIME TO THE SUITLAND FEDERAL CENTER AND THE GENERAL SERVICES ADMINISTRATION CENTER AT SPRINGFIELD, VA.

WE OWE IT TO OURSELVES TO MAKE IT EASIER FOR THOSE FEDERAL EMPLOYEES TO GET TO WORK.

COMPLETING METRO WILL ALSO PROVIDE AN ALTERNATIVE TO THE AUTOMOBILE FOR A LARGER NUMBER OF MARYLAND, VIRGINIA AND D.C. RESIDENTS. IT WILL DECREASE TRAFFIC CONGESTION, AIR AND NOISE POLLUTION IN THE SUBURBS AND THE CITY.

METRO WORKS, IT IS WELL MANAGED AND IS A MODEL FOR THE NATION TO FOLLOW. THIS MODEL IS DISPLAYED DAILY TO THE MILLIONS OF TOURISTS THAT RIDE METRO TO VISIT OUR NATION'S MONUMENTS AND MUSEUMS.

LET'S NOT LEAVE THIS SUCCESS STORY UNFINISHED. LET'S KEEP OUR COMMITMENT TO THIS AREA, OUR NATION'S CAPITAL. LET'S FINISH METRORAIL.

Charles S. Robb

STATEMENT OF SENATOR CHARLES S. ROBB
METRORAIL REAUTHORIZATION
SENATE COMMITTEE ON GOVERNMENTAL AFFAIRS
SUBCOMMITTEE ON GENERAL SERVICES, FEDERALISM, AND
THE DISTRICT OF COLUMBIA
APRIL 23, 1990

Mr. Chairman, members of the committee, today I am pleased to join my colleagues in supporting legislation to continue the Federal government's commitment to complete the 103 mile Metrorail system.

Congress' goal of building and operating an exemplary rapid transit system for the national capital region is close to realization. Today, 70 miles and 64 stations are operating and construction continues on another 19.5 miles. Authorization for the remaining 13.5 miles is needed to complete an integrated system that was conceived and designed as a whole.

Construction of the Metrorail system has always been based on the understanding among the participating jurisdictions and the Federal government that the entire system will be built. Many taxpayers in the region have contributed to the construction of the system based on the expectation that lines in their area will be completed.

This unique Federal, state, and local partnership has enabled Metro to proceed with construction through many localities, states, the District, and on parcels of Federal land. Local government, business, and community representatives throughout the region have set aside parochial interests and pulled together in an unprecedented fashion to support it. The Congress has demonstrated its support time and again for completion of the entire system.

The following statement, made by President Lyndon Johnson in support of the National Capital Transportation Act of 1965, is just as true today, twenty-five years later:

"The problem of mass transportation in the Washington area is critical. It is also a problem in which the Federal Government has a unique interest and responsibility. As Congress found in the National Capital Transportation Act of 1960, an improved transportation system for this area 'is essential for the continued and effective performance of the functions of the Government of the United States, for the welfare of the District of Columbia, for the orderly growth and development of the National Capital region, and for the preservation of the beauty and dignity of the Nation's Capital.'"

Statement of Senator Charles Robb
April 23, 1990
Page Two

I ask the committee to join me in supporting this critical legislation to fulfill a commitment made to this region over a quarter of a century ago. Metrorail is the most efficient means we have of moving our Federal workforce to the many governmental facilities throughout our region.

In Virginia alone, for example, we have an estimated 110,000 Federal workers. Some 20 percent are currently using Metro to commute to work. To realize our goal of alleviating the traffic problems we face, even more of the region's workforce must gain ready access to Metrorail. We must stand with our local partners to make the "miracle of Metro" become a reality for all the residents of the National Capital region.

S. 612 authorizes \$2.16 billion, the Federal share of the estimated cost of completing the system. Funds are to be appropriated in \$200 million increments over an eleven year period. This appropriations plan takes into consideration real Federal fiscal constraints, while attempting to ensure an orderly and cost-effective construction program. As with any capital construction project, if annual appropriation schedules are not met and construction is delayed, total cost increases are inevitable. The system has in fact experienced some cost overruns as a result of implementation delays.

I am confident that we can be successful, even in these times of budgetary concerns, because investments in transportation now will represent significant savings in the future. I urge the members of the committee to support this critical legislation.

Testimony of Governor William Donald Schaefer

Before the United States Senate

Committee on Government Affairs

Subcommittee on General Services, Federalism

and the District of Columbia

on S. 612

Legislation to authorize the remaining federal funds
to complete the 103 mile Washington Metrorail system

April 18, 1990

I am delighted to have the opportunity to testify on behalf of S. 612, legislation to reauthorize funds to complete the last 13 miles in the 103 mile Washington Metropolitan Area Transit system. This legislation was introduced by both of Maryland's Senators -- Paul Sarbanes and Barbara Mikulski -- two of the Senate's most capable legislators.

I commend you for holding hearings on this important legislation. Your demonstrated interest in the future of the Washington Metropolitan Transit System is further evidence of your commitment to meeting the transportation needs of our country.

I have had a longstanding interest in the Washington Metro System. I first became interested in Metro when I was Mayor of Baltimore. Back then, I saw how important public transit was to daily life in a major urban area. Since I became Governor over three years ago, my interest in the Metro system has grown dramatically. I can say unequivocally the Metro legislation is my top transportation priority before the Congress this year.

One of the great advantages I have in testifying on behalf of Metro is that I don't really have to give you a lot of details about its success. I don't have to go into graphic detail about Metro's reliability, its aesthetics, its safety or its popularity. I don't have to demonstrate how important Metro is to solving our air pollution problems or eliminating traffic congestion. And I don't have to tell you how vital it is to the economy of the nation's capital and its suburbs. You already know all about this.

You know all this because most of you have had the opportunity to see first hand the operation and value of the Washington Metro System. Many of the people sitting in this room used Metro to get to this hearing. No doubt many people who work on Capitol Hill use Metro to go to and from work everyday.

In fact, one of the major reasons that the Metro System has been able to capture the support of the executive and legislative branches over the years was the very fact that they could actually see the tangible results of the Metro legislation. It was this kind of

success that the Administration and the Congress envisioned when it initially passed the legislation to get the system underway. This success was recognized by the House of Representatives when it passed the Metro-reauthorization legislation by an overwhelming margin just two weeks ago.

Metro is truly the Nation's subway. It serves millions of visitors to the Nation's capital every year. This system also serves hundreds of thousands of federal employees who work in the capital. However, their employer, the federal government, does not pay the property taxes which would normally support a local transportation system. Instead, we must rely on the Congress to assure that the federal government continues to pay its fair share.

The system was conceived, planned and funded as a full 103 mile entity. The two states and eight jurisdictions have all faithfully paid their share for the entire system. We have always had full confidence that the federal government would honor its commitment to complete the system.

Maryland helped pay for the Virginia and D.C. lines when they were being built. We picked up the entire tab for the local share of Montgomery and Prince George's Counties. And we are wholeheartedly committed to continued financial support until the entire system gets built.

But, the reality of the situation is such that Maryland, as a result of a simple fact of geography, has more than half of its system left to be built. This is in marked contrast to the other two jurisdictions involved -- Virginia and the District of Columbia. Both are able to boast having three-quarters of their metro system completed.

The legislation we have before us today authorizes funding to complete the last remaining miles of the system. Six of those miles are on the Green line in Prince George's County -- the most transit dependent low and moderate income community in the region.

Maryland has been a full and active partner in this effort every step of the way. Its efforts should be fostered -- not frustrated. I urge the Congress to make good on its promise by passing this important piece of legislation today to make a complete 103 mile system a reality.



COMMONWEALTH of VIRGINIA

Lawrence Douglas Wilder
Governor

Office of the Governor
Richmond 23219

May 3, 1990

The Honorable Jim Sasser, Chairman
Subcommittee on General Services,
Federalism & the District of Columbia
United States Senate
Committee on Governmental Affairs
Washington, D.C. 20510-6250

Dear Jim:

Thank you your letter of April 17, 1990, in which you extended the Subcommittee's invitation to share my comments on S. 612 for inclusion in the hearing record.

I appreciate your thoughtfulness in providing me this opportunity to express my support for the reauthorization of Metrorail as provided in S. 612. My staff provided my written statement in this regard to Senator Warner for his presentation at the hearing.

With best wishes, I am

Very truly yours,

A handwritten signature in dark ink, appearing to read "Law", written over the typed name.

Lawrence Douglas Wilder

LDW/cmg

Enclosure



COMMONWEALTH of VIRGINIA

Lawrence Douglas Wilder
Governor

Office of the Governor

Richmond 23219

STATEMENT OF THE HONORABLE LAWRENCE DOUGLAS WILDER
GOVERNOR OF THE COMMONWEALTH OF VIRGINIA

before the

COMMITTEE ON GOVERNMENTAL AFFAIRS
GENERAL SERVICES, FEDERALISM AND THE DISTRICT OF COLUMBIA
SUBCOMMITTEE
UNITED STATES SENATE

April 23, 1990

AMENDMENT TO NATIONAL CAPITAL TRANSPORTATION ACT OF 1969

Chairman Sasser, and Members of the Subcommittee. As Governor of the Commonwealth of Virginia I would like to urge your support for S. 612, a measure that will ensure completion of the full 103-mile adopted regional Metrorail system.

This reauthorization will allow for construction of the final 13.5 miles serving one of the most transit dependent and traffic congested areas of the nation. It is of critical importance to the Commonwealth of Virginia, as well as to the hundreds of thousands of federal workers who use it daily and the 17 million tourists the region attracts each year. Its completion would help in reducing some of the grid-lock which sometimes enmeshes us. Not to do so would add immeasurably to congestion which the Commonwealth is struggling to resolve.

Today, 70 miles of Metrorail serve more than 500,000 riders each day--second only to New York--and additional lines will be placed into revenue service over the next three years bringing the system to 89.5 miles. Metrorail is a shining example of what an effective federal-local partnership can achieve.

The Metropolitan Washington Council of Governments estimates that Metrorail has freed our congested roadways of more than 100,000 cars each day.

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Metrorail is not just any transit system. It is a showcase for our nation. It is also not a new start. The long-standing federal commitment of some three decades to design and complete a mass transit system worthy of our nation's capital must be honored.

Your vote in support of S.612 would be a significant aid to all the residents of the national capital region.

I thank you for the opportunity to offer my testimony on behalf of this amendment to the National Capital Transportation Act of 1969.



metropolitan washington
COUNCIL OF GOVERNMENTS

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4201
 (202) 962-3200 FAX: 962-3201

May 9, 1990

The Honorable Jim Sasser
 Chairman
 Subcommittee on General Services,
 Federalism & the District of Columbia
 Committee on Governmental Affairs
 United States Senate
 Washington, DC 20510-6250

Dear Senator Sasser:

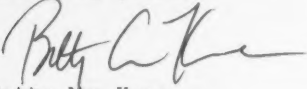
I greatly appreciate your invitation to submit comments for the record of your Subcommittee's April 23 hearing on S. 612, the "National Capital Transportation Act Amendments of 1989." The Board of Directors of the Metropolitan Washington Council of Governments (COG) and its Transportation Planning Board (TPB) adopted resolutions in April 1989 strongly supporting the two companion bills (H.R. 1453 and S. 612) that authorize the necessary additional federal funds to complete the Adopted Regional System (ARS) for Metrorail. We wish to reiterate COG/TPB's strong support for this crucially important legislation.

I am very pleased to enclose in response to your invitation the two resolutions unanimously adopted by the COG Board of Directors and the TPB. We believe that the unified advocacy for this legislation is of great importance: it reaffirms the central role the ARS plays in maintaining the vitality of both the central area and the larger regional community. The economic and social well-being of the region is of critical importance for the efficient operation of the federal establishment and all of its supporting facilities and services.

Enactment of this legislation will fulfill the original federal commitment to provide dedicated financial assistance to the completion of the entire 103-mile Adopted Regional System. On behalf of the Board of Directors, I want to thank you for any consideration and attention you can give to this legislation to complete the Metrorail system.

Again, thank you for giving COG and TPB the opportunity to submit comments on the legislation for inclusion in the record of your Subcommittee's hearing.

Sincerely yours,

A handwritten signature in dark ink, appearing to read "Betty A Kane", with a stylized, flowing script.

Betty Ann Kane
Chairman, Board of Directors
Metropolitan Washington
Council of Governments

R14-89
Adopted April 12, 1989

METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
1875 Eye Street, N.W.
Washington, D. C. 20006

**RESOLUTION IN SUPPORT OF FEDERAL FUNDING
TO COMPLETE THE METRO SYSTEM**

WHEREAS, the Board of Directors of the Metropolitan Washington Council of Governments (Council) has been an ardent and continuing proponent of the development of the Adopted Regional System (ARS) of the Washington Metropolitan Area Transit Authority (WMATA); and

WHEREAS, the ARS for Metrorail is a critical element in Council's approved Metropolitan Policy Guide for the development of the Washington Metropolitan Region in that it promotes efficient development; and

WHEREAS, in conjunction with Council, the National Capital Transportation Planning Board (TPB) in developing and maintaining the multi-modal transportation plan and program for the Washington Metropolitan Region, has endorsed and incorporated the ARS as the rail transit component of its plan and program; and

WHEREAS, the completion of the full 103-miles of the ARS is essential to attaining long-established mutual goals of both Council and TPB to ensure that the Region's transportation planning and programming promotes "a more compact development pattern to conserve air, water, land and energy resources."; and

WHEREAS, in furtherance of this general goal, the COG/TPB air quality attainment plan adopted in 1982 and currently in the initial phase of review and revision, does and will continue to rely heavily on the completion of the full ARS as a major factor to the Region in attaining and maintaining federal air quality standards; and

WHEREAS, the scheduled completion of the remaining approximately 13 miles of the ARS will require the fulfillment of the original federal commitment to provide dedicated federal financial assistance to completion of the entire 103-mile ARS; and

WHEREAS, this federal commitment recognized the existence of the unique federal interests in the Region, including the efficient movement of federal workers and visitors in the Nation's Capital; and

WHEREAS, the timely completion of the ARS will be jeopardized unless Congress and the Administration agree to provide additional funding authorization and appropriations pursuant to such authorization to complete the final 13-mile segment of the ARS; and

WHEREAS, Senator Sarbanes and Representative Dellums, with the co-sponsorship of the entire Congressional delegation representing the Washington Metropolitan Region, have introduced identical bills - S.612 and H.R.1463 - to authorize the necessary federal contribution to the completion of the ARS,

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS THAT:

1. It reaffirms its strong endorsement of the development of the full ARS for Metrorail and reiterates its findings that this rail transit system is now and will continue to be indispensable to efficient and orderly development of the Region, effective operations of the federal establishment, and the attainment of regional, social and environmental goals.

-2-

2. It strongly urges Congress to enact and the President to sign the above identified legislation to provide the necessary federal contributions toward the completion of the final segment of the Metro ARS.

3. The staff shall transmit copies of this Resolution to the President, Secretary of the Department of Transportation, Chairman of WMATA and the Region's Congressional Delegation and other appropriate members of Congress having interest or jurisdiction over this legislation.

Item #5

Adopted April 19, 1989
TPB R21-89METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
1875 Eye Street, N.W.
Washington, D.C. 20006RESOLUTION ON FEDERAL FUNDING
TO COMPLETE THE METRO RAIL SYSTEM

WHEREAS, the National Capital Region Transportation Planning Board (TPB), in carrying out its responsibilities for developing and maintaining the multi-modal transportation plan and program for the Washington Metropolitan Region, has endorsed and incorporated the Adopted Regional System (ARS) of the Washington Metropolitan Area Transit Authority (WMATA) as the rail transit component of its plan and program; and

WHEREAS, the completion of the full 103-miles of the ARS is essential to attaining long-established goals of the TPB to ensure that the Region's transportation system planning and programming promotes "a more compact development pattern to conserve air, water, land and energy resources"; and

WHEREAS, in furtherance of this general goal, the COG/TPB air quality attainment plan adopted in 1982 and currently in the initial phase of review and revision, does and will continue to rely heavily on the completion of the full ARS as a major factor in attaining and maintaining federal air quality standards; and

WHEREAS, the scheduled completion of the remaining approximately 13 miles of the ARS will require the fulfillment of the original federal commitment to provide dedicated federal financial assistance to completion of the entire 103-mile ARS; and

WHEREAS, this federal commitment recognized the existence of the unique federal interests, such as the efficient movement of federal workers and visitors in the Nation's Capital; and

WHEREAS, the timely completion of the ARS will be jeopardized unless Congress and the Administration agree to provide additional funding authorization and appropriations pursuant to such authorization to complete the final 13-mile segment of the ARS; and

WHEREAS, Senator Sarbanes and Representative Dellums, with the co-sponsorship of the entire Congressional delegation representing the Washington Metropolitan Region, have introduced identical bills - S.612 and H.R.1463 - to authorize the necessary federal contribution to the completion of the ARS,

NOW, THEREFORE, BE IT RESOLVED BY THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD THAT:

1. It reaffirms its strong endorsement of the develop-

-3-

ment of the full ARS for Metrorail and reiterates its findings that this rail transit system is now and will continue to be an indispensable component of the Region's overall transportation plan and program.

2. It strongly urges Congress to enact and the President to sign the above identified legislation to provide the necessary federal contributions toward the completion of the final segment of the Metro ARS.

3. It directs the staff to transmit copies of this Resolution to the President, Secretary of the Department of Transportation, Chairman of WMATA and the Region's Congressional Delegation and other appropriate members of Congress having interest in or jurisdiction over this legislation.



Northern Virginia Transportation Commission

Arlington Executive Building • 2009 North 14th Street • Suite 300 • Arlington, Virginia 22201 • (703) 524-3322

May 4, 1990

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John G. Milliken

Vice Chairman

James P. Moran, Jr.

Secretary/Treasurer

Sharon Bulova

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T. Michael Jackson
James P. Moran, Jr.

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of Transportation**

Sally H. Cooper

Virginia General Assembly

Senator Joseph V. Gartin, Jr.
Senator Edward M. Holland
Delegate James F. Almand
Delegate Bernard S. Cohen
Delegate Robert E. Harris

Staff:

Executive Director

Richard K. Taube

Honorable Jim Sasser

Chairman, Subcommittee on General
Services, Federalism and the
District of Columbia

Committee on Government Affairs
U.S. Senate

Washington, D.C. 20510-6250

Dear Senator Sasser:

Enclosed is a statement for the record on S.612 which you invited in your letter of April 17, 1990 to NVT Chairman James P. Moran Jr. The statement was unanimously approved by NVT at its May 3, 1990 meeting.

Sincerely,

Richard K. Taube
Executive Director

RKT/ek

Chairman Sasser and Honorable Members of the Subcommittee on General Services, Federalism and the District of Columbia:

My name is James P. Moran, Jr. I am Mayor of the City of Alexandria, Virginia, and Chairman of the Northern Virginia Transportation Commission. NVTC represents six Northern Virginia jurisdictions and I am presenting this statement regarding S.612 (a bill to amend the National Capital Transportation Act of 1969) on their behalf.

The Commission enthusiastically supports S.612, which authorizes up to \$2,160,000,000 to complete the 103-mile Metrorail system.

NVTC is well served by the current Metrorail system, as approximately 120,000 daily trips are made by Northern Virginia's residents (plus 80,000 Metrobus trips). Without the Metro system, we would require another five lanes of freeway at the 14th Street Bridge to carry our commuters to and from their jobs in the District of Columbia and nearby employment centers of the Pentagon, Rosslyn and Crystal City.

Given the commitment to Metrorail by the Federal government and its state and local partners, the additional funds to complete the system will provide a sound investment in our future.

Our region's only unfunded station is at Franconia/Springfield, just south of the Springfield Mall. Northern Virginia needs the Franconia/Springfield Metrorail station, with its 3500 additional parking spaces, to help relieve intense congestion in the I-95 corridor and protect the neighborhoods around the Van Dorn Metrorail station from the pressure of excess demand for severely limited parking.

Fairfax County is working to complete a transportation center at the Franconia/Springfield site in anticipation of future Metrorail, commuter rail and express bus/timed-transfer services. NVTC's members are assisting the County by sharing in the costs of environmental analysis and design.

NVTC's members are also funding an exciting new commuter rail project to link Fredericksburg and Manassas with the District of Columbia. Of approximately \$100 million in capital costs, the Federal government will provide only \$750,000, or less than one percent.

Our member jurisdictions also face a shortfall of \$7.3 billion to build and operate highways and transit facilities between now and the year 2010. These will hold the line on congestion by maintaining levels of service experienced in 1985.

Thus, Northern Virginia's local governments are faced with gigantic transportation needs and have made very large financial commitments to build new facilities. Reasonable support from our Federal partner, such as provided in S.612, is sorely needed.

Also participating in this effective partnership are the commuters who rely on Metrorail. Together, they pay through their fares about three-quarters of the operating costs of the system, which conclusively demonstrates that Metrorail is among the most efficient transit operators in the world.

- 2 -

To remain effective and efficient, the Metrorail system must rehabilitate and refurbish its vital components. NVTC's member jurisdictions have recognized this need, and have established a fund at WMATA using only local money to provide a down-payment. For FY 1991, we have requested additional state funding so that the fund will grow to meet our future obligations. We are determined to maintain the safe and reliable operation of the previously built Metrorail system as we continue to build the system to reach additional congested corridors.

The Metrorail success story demonstrates the unlimited potential of an effective partnership among Federal, state, regional and local governments, riders, and the private sector. Since Metrorail serves the Nation's Capital, with its attendant governmental, military and tourism activities, the strong Federal role in this partnership that has prevailed from the beginning must be maintained.

Our state and local governments have pledged stable and reliable funding sources (including NVTC's two percent motor fuels tax) for Metrorail operations. NVTC urges Congress to continue its essential role in the partnership by authorizing the funds required to complete the agreed upon 103-mile regional Metrorail system.

I thank you for the opportunity to provide this statement for the record.



American Public Transit Association
 1201 New York Avenue, N.W.
 Washington, DC 20006
 Phone (202) 898-4000
 FAX (202) 898-4070

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May 1, 1990

The Honorable Jim Sasser
 Chairman
 Subcommittee on General Services, Federalism
 and the District of Columbia
 Committee on Governmental Affairs
 SH-432 Hart Senate Office Building
 Washington, D.C. 20510

Dear Mr. Chairman:

We appreciate the opportunity to submit our views on S. 612, the National Capital Transportation Act Amendments of 1989. The American Public Transit Association (APTA) supports S. 612 with the understanding that this measure will not result in reduced federal funding to the transit industry under Sections 3, 9, or 18 of the Urban Mass Transportation Act of 1964, as amended.

APTA represents the transit industry in the United States and Canada. The more than 900 members of APTA include most of the transit operators in North America, as well as manufacturers, consultants, government agencies, and academic institutions involved with the transit industry.

Because APTA's membership includes such a large cross-section of transit interests, APTA is able to speak on behalf of the transit industry. Our annual legislative program is based on substantial discussion and consideration of the issues by our members. APTA's legislative objectives include appropriations at the full authorized levels for the entire UMTA program.

While our legislative program emphasizes issues that affect the entire transit industry, S. 612 is consistent with this program. It is in our capacity as an advocate for the transit industry that APTA endorses this legislation, which is important to the future of transit in our capital and across the nation. Many of APTA's members have also expressed their support for this separate authorization bill for the Washington Metro.

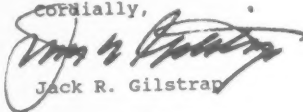
May 1, 1990
Page Two

Public transportation is critical to the economic vitality and quality of life in communities throughout the United States. Transit serves an essential role by providing mobility to those who depend on its services for nearly nine billion trips annually. Increased transit use can be one of the most cost-effective means of moving more people with less pollution. Transit and other high-occupancy modes can accommodate the inevitable increase in travel demand without a concurrent increase in vehicle miles travelled and the resulting traffic congestion.

APTA is proud of the dedication to public service demonstrated by our members, including Washington Metro, which received APTA's Outstanding Achievement Award for 1988 for its exemplary role in providing public transportation services.

Thank you for seeking our views on S. 612. Please include this letter of support in the Subcommittee's hearing record on this legislation.

Sincerely,



Jack R. Gilstrap

JRG:cf

cc: Carmen Turner



JANICE E. NISBET
CLERK TO THE COUNTY BOARD
PHONE (703) 888-3130

ARLINGTON COUNTY, VIRGINIA
OFFICE OF THE COUNTY BOARD
#1 COURTHOUSE PLAZA, SUITE 300
2100 CLARENDON BOULEVARD
ARLINGTON, VIRGINIA 22201

May 16, 1990



MEMBERS
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MARY MARGARET WHIPPLE

The Honorable Jim Sasser, Chairman
United States Senate Subcommittee
on General Services, Federalism,
and the District of Columbia
Washington, D. C. 20510-6250

Dear Senator Sasser:

As current Chairman of the Arlington County Board, I am pleased to respond to your letter addressed to Ellen Bozman and to offer comments on Senate Bill 612 (SB612), which would authorize \$2.16 billion for completing the Approved Regional Metrorail system.

With the initial planning of the Washington Metrorail System, the federal government entered into a compact with the District of Columbia, Maryland, and Virginia, whereby each of the participants became obligated to cooperate and fund its share of this essential public transportation project. As a signatory to the compact, the federal government can, and should, fulfill its obligation through the enactment of SB612, which authorizes the final monies for this venture. The rationale for completing the system is as compelling today as it was when Metrorail was formed two decades ago.

Too often the federal government has determined that air quality in this region is unsatisfactory and must be improved. Metrorail is the most effective air cleaner known, as it reduces automobile exhaust emissions which is the single largest source of air pollution in this area. Metrorail moves each passenger one mile on 0.4 kilowatts of clean electric power. For each rider, Metrorail cuts oil consumption in half by attracting commuters away from automobiles and traffic congestion. Even now, the District has achieved by far the lowest rate of gasoline consumption in the nation, because of Metrorail.

As you are aware, Congress is in the process of enacting a law to outlaw standard diesel buses to improve the environment. No available technology could replace diesel fuel more efficiently, other than electricity. Although Metrorail cannot eliminate all diesel buses, it can replace many more if the full Metrorail system is completed.

- 2 -

Historically, it cannot be disputed that the federal government has unique responsibilities and obligations with regard to the District of Columbia. With the growth of the federal government and expansion of its activities into contiguous areas, there arose the necessity for integrated transportation links into Virginia and Maryland. This became a problem that demanded a federal solution--a solution that was recognized when Metrorail was in its formative stages. It was realized then, as it is now, that integrated mass transportation cannot be a hodgepodge of local responsibilities. Metrorail is not exclusively a local government responsibility, but is a federal responsibility as well. The passage of SB612 is therefore a logical extension of that responsibility in that it finishes the system as originally planned with substantially the same funding mix as originally planned.

The Washington, D.C. Metropolitan area is unique in other respects. The District of Columbia (as well as Arlington County) cannot levy taxes on federal property to fund Metrorail. Other city governments throughout the country, where private property occupies a very high percentage of the urban downtown area, do have a source of revenue denied to this area by virtue of federal occupancy.

The congested highway system cannot accommodate the huge volume of interstate and District of Columbia travel generated by the federal presence. Metrorail is essential to move commuters to and from federal offices and federal-related work. Each Metrorail track (lane) carries 15 to 18 thousand commuters in the peak hour, an equivalent to nine lanes of costly concrete and environmentally damaging freeway. Metrorail carries as many people per track (lane) as 20 lanes of city streets jammed with automobiles. The efficacy of the system is reflected by the fact that Metrorail has doubled the use of public transit in the area since its inception in 1976. No other major metropolitan area can boast of such an achievement.

It is a recognized fact that Metrorail is not only more appealing to the public but far more efficient than bus service. Local buses in the nation's capital area cost fifty cents to carry each person each mile, 67 percent more costly than the actual cost of moving them on Metrorail. In the light of this improved efficiency, therefore, the passage of SB612 would in some ways be a cost-saving device.

Dependent also on the passage of SB612 is the future for the expansion of Metrorail service into low-income areas in the District of Columbia. The extension of service into these areas is contingent upon the construction of urgently needed storage yards and rail car shops which the Approved Regional Metrorail System has projected for development at Greenbelt and Branch

- 3 -

Avenue on the Green Line and Glenmont on the Red Line. The completion of these facilities is to be funded through SB612. Since shops cannot be located in built-up areas and the system cannot function efficiently without them, the future of transit service for such low-income neighborhoods as Congress Heights, Adams-Morgan, Columbia Heights, Shaw, and Petworth along these routes remains in jeopardy without the passage of SB612. Additional rail cars are being purchased as the system expands, and existing rail cars will need maintenance facilities. While the added storage yards and shops to service rail cars are indispensable, so is the new service for the low-income areas with better transportation access (through Metrorail). These low income citizens will also become more available to meet the federal government's critical manpower needs.

It has been argued that perhaps private capital could step into the venture. It is historical reality, however, that privatization cannot build subways any more than it can build urban freeways. Only once, about 1904 and 1907, did private capital try to build a trunk subway line. A decade later, federal aid for highways so decimated the private transit company's competitive position that it could raise no further capital. All subsequent subways have been funded by government sources.

Not only is the passage of SB612 essential, its immediate passage is important for fiscal reasons. The cost overruns in Metrorail requiring funds to be derived from SB612 were caused, without major exception, by federally mandated funding delays in project implementation during inflationary times. Further delays can only result in additional costs that can be avoided. Immediate passage of the bill is to everyone's benefit.

It has also been argued by some that other areas of the nation would be shortchanged by specific funding for Metrorail. Such funding, however, has precedent. Several other transit projects, particularly in California, received line-item funding by Congress, and these areas contain an insignificant number of federal installations or personnel in comparison to Washington. It is the unique federal role in the Washington, D.C. area that substantially drives the need for at least a 75 percent federal share.

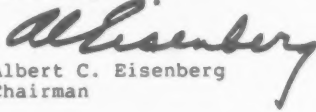
There are areas, however, in which the Washington Metropolitan Area suffers considerable inequity. The transit system here receives only 6 percent of its operating funds from federal aid. The typical transit system elsewhere receives 18 percent federal funding--three times as much. Northern Virginia is also shortchanged in federal highway aid. A study by KPMG Peat Marwick in 1989 found that only two-thirds of Northern Virginia's federal highway taxes were reinvested here. The

- 4 -

balance went to subsidize the highways of the very people who object to our Metrorail funding.

On behalf of the Board, thank you for inviting our comments on this important legislation. If you would like any additional information, please let me know.

Sincerely,

A handwritten signature in dark ink, appearing to read "A. Eisenberg", with a stylized flourish at the end.

Albert C. Eisenberg
Chairman

c: Mary Margaret Whipple, Chairman
Washington Metropolitan Area Transit Authority



CITY OF FALLS CHURCH

Harry E. Wells Building • 300 Park Avenue • Falls Church, Virginia 22048

Mayor Elizabeth A. Blystone
Vice Mayor Gary D. Knight
Susanne Bachtel
Carol W. DeLong
Cynthia S. Garner
Elizabeth Havlik
James M. Slattery

(703) 241-5014

April 20, 1990

The Honorable Jim Sasser
Chairman
Subcommittee on General Services,
Federalism and the District of Columbia
Washington, DC 20510-6250

Dear Mr. Chairman:

The City of Falls Church, Virginia has long and continuously supported the completion of the full Metrorail system in the national Capital Region. The City's currently effective Goals and Objectives state as a continuing objective "Continue strong support for the completion of the 103-mile Metrorail system and supporting bus services."

In view of the high level of Federal employment in the Washington metropolitan area, the City also supports continuation of the funding provisions of the National Capital Transportation Act of 1969, calling for 80-20 Federal-local cost sharing.

Thank you for this opportunity to comment on S.612.

Sincerely,

Elizabeth A. Blystone
Elizabeth A. Blystone
Mayor

cc: Senator John Heinz



FEDERAL CITY COUNCIL

April 27, 1990

The Honorable James Sasser
Chairman
Subcommittee on General Services,
Federalism & the District of Columbia
340 Dirksen Senate Office Building
United States Senate
Washington, D. C. 20510-6250

Dear Senator Sasser:

In response to your letter of April 17th in which you request comments on S. 612, a bill to authorize Federal participation in the completion of the Metrorail system, the Federal City Council urges your support and that of your colleagues for this essential piece of transit legislation.

For more than 30 years, the Council has supported the development of a balanced transportation system in the Washington Metropolitan area. More than 20 years ago, the Council commissioned a public opinion survey that demonstrated region-wide support for the development of the Metro system. We also supported the original WMATA Interstate Compact.

Apart from being the nation's finest mass transit system, Metrorail has played a unique role in binding together this diverse and far flung region. Today, in addition to serving the region's 3.6 million residents, Metrorail provides a safe and efficient way for the 18 million annual visitors to the Nation's Capital to move about the region. It also is indispensable for moving Federal workers to and from their jobs.

In a 1986 study prepared by the Federal City Council, we urged the General Services Administration to consolidate the operations of major agencies and Cabinet level departments and suggested that these consolidations take place within close proximity to Metrorail stations. The completion of the agreed upon 103-mile system will enable the Suitland Federal Center and the Springfield Center to be connected with the rest of the Metrorail system.

- 2 -

In conclusion, the completion of the Metrorail system is essential to the economic vitality and quality of life in the Washington area, both for the residents of this area and for the millions of Americans who annually visit their Nation's Capital.

With best wishes.

Sincerely,

A handwritten signature in dark ink, appearing to read "W. Reid Thompson". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

W. Reid Thompson
Chairman



Paris N. Glendening
County Executive

THE PRINCE GEORGE'S COUNTY GOVERNMENT
OFFICE OF THE COUNTY EXECUTIVE



May 29, 1990

The Honorable Jim Sasser, Chairman
Subcommittee on General Services,
Federalism & the District of Columbia
United States Senate
Washington, D.C. 20510-6250

Dear Senator Sasser:

Thank you for your letter of April 17, 1990, concerning the hearing on S. 612, the National Capital Transportation Act Amendments of 1989. I appreciate the opportunity to enter a few written comments into the record.

It was distressing to hear that Senator Heinz of Pennsylvania is reluctant to support S. 612, saying that other transit systems throughout the nation have legitimate needs also. The Washington Metropolitan Area Transit Authority has always been considered outside the pool of federal funds for which other systems compete, and for good reason. Attempts in the past to place WMATA in the same category with other systems have been successfully defeated and I sincerely hope will be defeated again. The METRO was originally designed to serve the transportation needs of people who live throughout the area and work in downtown, many of whom are federal employees. The federal government has a special relationship with this system that is significantly different from other mass transit systems. It was also determined early in the planning that WMATA would be a showcase system, and it is certainly that.

The major part of the system yet to be funded is of particular interest to Prince George's County. As you know, the northern section of the Green Line is funded from its terminus at Greenbelt to Ft. Totten in the District. In order for that section to reach its ridership potential, it is critical that the sections within the District be completed. This line, when fully built, has the highest ridership potential of any line in the system. The southern end of the Green Line also ends in Prince George's County, and will serve major federal employment centers including the Census Bureau and the Navy yard.

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The Honorable Senator Sasser
Page Two

The sections of the Adopted Regional System yet to be completed, and which will be fully funded with enactment of S. 612, include two of the four routes into Prince George's County. No other suburban jurisdiction in the Washington area has as much at stake in completion of the entire ARS as this County. Other than the District itself, no other jurisdiction provides as many lower and middle salaried employees to the federal government as Prince George's County. These are the people who need METRO the most, and who will provide the highest ridership in the system. For the METRO to remain financially viable, completion of the entire ARS is absolutely essential. I congratulate you on your continued leadership to accomplish this important task, and wish you every success.

If you wish any specific information about the Green Line, or any other part of the system in Prince George's County, please contact me directly and I will be glad to have the information prepared for you. Again, thank you for your support for S. 612.

Sincerely,

A handwritten signature in dark ink, appearing to read "Parris N. Glending", followed by a long horizontal flourish line.

Parris N. Glending
County Executive

